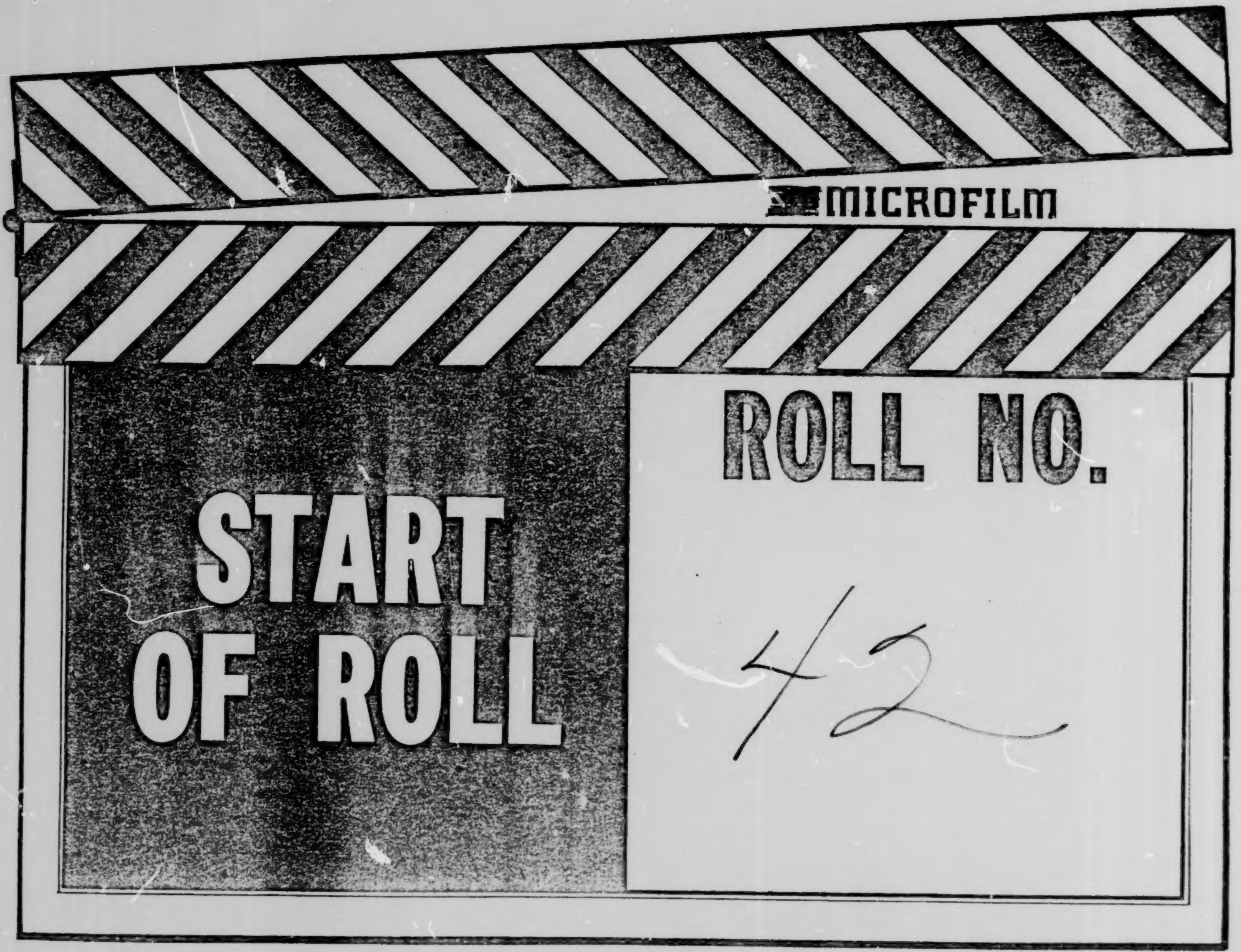

START OF ROLL

ROLL NO.

42

DA-NR 15 (1) Klamath Falls Air Station
Access Road 1943

#2672

RECEIVED
OCT 15 1947
FOR FILING
DA-NR 15 (1)

October 6, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending under separate cover four copies each of options, final reports and maps covering rights of way purchased in connection with construction of the Klamath Falls Air Station Access Road, Project No. DA-NR 15 (1).

Very truly yours,

W. C. Williams
Acting State Highway Engineer

JWN:GS

RECEIVED
JAN 8 1945
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-NR 15-1

December 30, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-NR 15(1)
Klamath Falls Air Station Access Road

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above-numbered project.

Very truly yours,
W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
JAN 2 - 1945
OREGON
STATE HIGHWAY COMMISSION

Jon

LDM

WA4pr-20103

Form P. R. 2

State Oregon

Project No. DA-[illegible] 15(1)

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 24th day of October, 1944

by and between The Oregon State Highway Commission

______, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; and the Defense Highway Act of 1941;

Whereas the Highway Department of said State submitted on the ______ day of ______, 19___, a project statement, which was approved on the ______ day of ______, 19___, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Section~~ ______ ~~of~~ said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 9th day of December, 19 43; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ninety-nine thousand, five hundred and 00/100 dollars ($99,500.00) as the share of the United States payable under said act on account of ~~Section~~ ______ ~~of~~ said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds made available for construction of access roads under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress).
(Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

## ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 at Klamath Falls - Lakeview Highway in Sec. 3, T. 39 S., R. 9 E., W. M., and survey station 145+87.5 at the Klamath Falls Naval Air Station boundary in Sec. 22, T. 39 S., R. 9 E., W. M.

, length 2.762 miles, in Klamath County,
being [illegible] [illegible] Oregon Defense Access project No. DA-NR 15(1), consisting of 2.762 miles of roadway and no bridges [illegible] of more than 20 feet clear span.

16—11370 GPO

[redacted]

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. [redacted]

**The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress).**

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ ______ ~~of~~ said project shall not in any event exceed the sum of ninety-nine thousand, five hundred and 00/100 dollars ($ 99,500.00 ), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~ ______ is ~~dollars ($~~ ______ ~~or~~ the approved total estimated cost of ~~Sections~~ ______ ~~of~~ said project.

## PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws of 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of NOV 21 1944, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ______

Chairman, State Highway Commission
(Title of officer)

By A W Schaupp.

Member, State Highway Commission
(Title of officer)

By ______

Member, State Highway Commission
(Title of officer)

By ______

______
(Title of officer)

By ______

______
(Title of officer)

RECOMMENDED FOR APPROVAL:

______
STATE HIGHWAY ENGINEER

Attest

______
SECRETARY

FEDERAL WORKS ADMINISTRATOR,

By ______
*Acting Commissioner of Public Roads.*

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

---

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)*

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-WR-15(1), State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 99,500.00 as the total estimated cost of said project, and the sum of $ 99,500.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and NOV 21 1944

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
*Acting Commissioner of Public Roads.*

U. S. GOVERNMENT PRINTING OFFICE 16—10130

DA-NR 15-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 10, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
OCT 11 1944
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon Project DA-NR 15(1). Access Road to Klamath Naval Air Station in Klamath County.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

ton

RECEIVED
1944
FOR FILING

LA-NR 15-1

September 21, 1944

Hartford Accident & Indemnity Co.,
T. B. Watters, Agent,
Klamath Falls, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2672, for grading and surfacing on the Klamath Falls Air Station Access Road in Klamath County, has been completed by the contractor, Clifford A. Dunn, and that final payment in the amount of $2779.25 will be made on or after October 2, 1944.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $ 92,690.23, and that no force account work was performed therein. This contract was completed on July 10, 1944 and accepted by the Commission on September 12, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By:

Secretary.

EBG/jeo

[illegible]
FOR FILING

LA-NR 15-1

September 18, 1944

Clifford A. Dunn
Box 431
Klamath Falls, Oregon

Dear Sir:

The State Highway Commission, at its meeting on September 12, 1944, granted you the extension of time requested, from June 30, 1944 to July 10, 1944, without penalty, in connection with contract No. 2672 for the Klamath Falls Air Station Access Road in Klamath County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

cc - Mr. Wm. E. Chandler

RECEIVED
1944
FOR FILING

LA-NR 15-1

September 8, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Klamath Falls Air Station Access Road, Project No. LA-NR 15 (1).

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-WR 15 (1)

## KLAMATH FALLS AIR STATION ACCESS ROAD

## IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 6, 1944

| | | | | |
|---|---|---|---|---|
| All Required | | Preliminary Engineering | | $ 1,000.00 |
| All Required | | Lands, Rights of Way, Easements, Etc. | | 1,500.00 |

### Construction

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 1,750.00 |
| 550 | cu. yds. | Structural Excavation, Unclassified | $ 2.50 | 1,375.00 |
| 300 | cu. yds. | Trench Excavation, Unclassified | 1.75 | 525.00 |
| 14,000 | cu. yds. | Borrow Excavation, Unclassified | 1.40 | 19,600.00 |
| 1,600 | cu. yds. | General Excavation, Unclassified | .60 | 960.00 |
| 2,100 | yd. sta. | Short Overhaul | .02 | 42.00 |
| 14,000 | yd. mi. | Truck Haul on Borrow Material | .25 | 3,500.00 |
| 3,300 | cu. yds. | Sand Finishing Material | .75 | 2,475.00 |
| 14,000 | yd. mi. | Hauling Sand Material | .18 | 2,520.00 |
| 2.76 | miles | Finishing Roadbed and Slopes | 500.00 | 1,380.00 |
| 280 | lin. ft. | 12" Concrete Pipe | 1.65 | 462.00 |
| 3,400 | lin. ft. | 18" Concrete Pipe | 2.90 | 9,860.00 |
| 200 | lin. ft. | 24" Concrete Pipe | 4.00 | 800.00 |
| 3,700 | cu. yds. | 4" - 2" Rock in Base | 2.50 | 9,250.00 |
| 2,700 | cu. yds. | 3/4" - 0" Rock in Base and Shoulders | 2.85 | 7,695.00 |
| 300 | M-gals. | Sprinkling | 2.50 | 750.00 |
| 2.76 | miles | Preparation of Base | 150.00 | 414.00 |
| 4,300 | cu. yds. | Furnishing and Placing Aggregates | 3.60 | 15,480.00 |
| 274 | tons | Furnishing and Placing 121-150 Asphalt | 27.00 | 7,398.00 |
| 30 | tons | Furnishing and Placing RC-3 Asphalt | 28.00 | 840.00 |
| 46 | tons | Furnishing and Placing RC-3 or Emulsified Asphalt | 28.00 | 1,288.00 |
| | | | Subtotal | $ 88,364.00 |
| | | | 10% Engr. & Cont. | 8,836.40 |
| | | | Total | $ 97,200.40 |

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

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NOV 20 1944
FOR FILING

DA-NR 15(1)

August 7, 1944

RECEIVED
AUG 8 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-NR 15(1), Klamath Falls Air Station Access Road, was made by a representative of this office on July 13, 1944.

The agreement estimate and copies of the contract under which this construction was carried on have not yet been received. Prompt submission of these and then of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By: LJ Caufield
L. J. Caufield
Senior Highway Engineer

Jn

RECEIVED
AUG 4 1944
FOR FILING

DA-NR 15(1)

August 1st, 1944

Mr. [illegible] Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time for ten days on Contract No. [illegible]72, Klamath Falls Air Station Access Road, DA-NR 15(1), Clifford A. [illegible], contractor. The specified date of completion was June 30th, 1944; whereas, the actual completion date was July 10th, 1944.

Twenty-one days elapsed between the date the bids were received and the contract was awarded. This would allow the completion date to be extended ten days in accordance with our customary procedure.

In addition, the contractor had an unanticipated delay of ten days on oil deliveries. The orders called for the first car to be shipped on May 30th, and one car each day following for ten days; whereas, the last car did not actually arrive in Klamath Falls until July 8th. The shipping delay was caused by a refinery breakdown and car shortages.

I recommend that this extension be granted without engineering penalty.

Very truly yours,

R

R. H. Baldock
State Highway Engineer

cc to: H. G. Smith

RECEIVED
AUG [illegible] 1944
FOR FILING

DA-NR 15(1)

August 1st, 1944

Mr. F. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time for ten days on Contract No. 2672, Klamath Falls Air Station Access Road, DA-NR 15(1), Clifford A. Dunn, contractor. The specified date of completion was June 30th, 1944; whereas, the actual completion date was July 10th, 1944.

Twenty-one days elapsed between the date the bids were received and the contract was awarded. This would allow the completion date to be extended ten days in accordance with our customary procedure.

In addition, the contractor had an unanticipated delay of ten days on oil deliveries. The orders called for the first car to be shipped on May 30th, and one car each day following for ten days; whereas, the last car did not actually arrive in Klamath Falls until July 8th. The shipping delay was caused by a refinery breakdown and car shortages.

I recommend that this extension be granted without engineering penalty.

Very truly yours,

B

R. H. Baldock
State Highway Engineer

cc to: H. G. Smith

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

DA-NR 15(1)

July 29, 1944

File

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland (8), Oregon

Dear Sir:

Enclosed herewith are four copies of materials report, Form PR-47, as prepared by the engineer on contract No. 2672, Klamath Falls Air Station Access Road Project, DA-NR 15 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

RECEIVED
JUL 2[illegible] 1944
FOR FILING

DA-NR 15(1)

July 21, 1944

Hartford Accident & Indemnity Co.,
Mr. T. B. Watters, Agent,
Klamath Falls, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Clifford A. Dunn, on Contract No. 2672, covering 1.02 miles of grading and rock base, and 2.76 miles of bituminous macadam wearing surface on the Klamath Falls Air Station access road in Klamath County. This payment, in the amount of $24,3[illegible].68, will be made on or after July 31, 1944. The retained percentage is $2,780.75.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary
HBG/jeo
OREGON STATE HIGHWAY COMMISSION.

Form E-1—5M—8-41

DA-NR 15-1

H

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

*For Week Ending* July 15 1944, 19

*Section* Altamont Drive

*Kind of work* Grading & Surfacing

*Highway* Airport Access Road

*Section prefix* 218-1027

*Contractor* Clifford A Dunn

*Contract number* 2672

*Date of contract* January 14 1944, 19

*Date of completion* June 30 1944, 19

*Date work started* March 13 1944, 19

*Estimated date of completion* , 19

*Amount of contract* $ 88364.00

*Per cent of time elapsed* 106 %

*Estimated cost of completed project, exclusive of engineering* $ 92691.73

*Per cent of contract completed, based on total contract price* 100 %

*Engineering cost to date, $* 4232.60, 4.56 %

*Date project was completed* July 10 1944, 19

*General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:*

All work to be done under the contract was completed on Monday, July 10th.

The County assumed the responsibility for thecmaintenance on July 11th.

The contractor completed the final cleanup of the project - picking up paper, oil and other trash - on July 13th.

Mr Stoddart, of the P.R.A., inspected the project on Thursday, July 13th, and seemed satisfied with everything except the materials left on the roadway. I contacted the County Engineer about that matter and he promised to have the excess material broomed off right away, but as yet it has not been done.

Harold V Simmons, inspector on this project, has been transferred to another project in Jordan Valley and the rest of the engineering party have been put to work on other projects being done out of this office.

This will be the last report on this project.

RECEIVED
JUL 17 1944
ENGINEER

*Signed* G W Weaver

*Address* Klamath Falls Oregon

NOTED
E. M.

**Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file**

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.................... County, ......%; .................... County, ......%; .................... County, ......%; .................... County, ......%;

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers .........., Sheet-foot rollers .........., . . . . . .........., . . . . . .........., . . . . . ..........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

STATE PRINTING DEPT.

FORM 2-128X 0M 7-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
JUL 1944
FOR FILING

M

July 1, 1944

DA-NR 15-1

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is Order for State Force Work covering the installation of new mail box posts on the Klamath Falls Air Station Access Road, Project DA-NR 15 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

RECEIVED
JAN 31 1944
FOR FILING

DA-NR 15-1

January 29, 1944

Mr. Clifford A. Dunn
Box 431
Klamath Falls, Oregon

Dear Sir:

We are sending you today a fully executed copy of contract No. 2672 which was awarded to you on January 14, 1944, by the State Highway Commission, covering the Klamath Falls Air Station Access Road Project in Klamath County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

NOTED
RUTH SMITH

RECEIVED
JAN 19 1944
FOR FILING

DA-NR 15-1

January 14, 1944

Clifford A. Dunn
Box 431
Klamath Falls, Oregon

Dear Sir:

We are sending you today four copies of contract No. 2672, which was awarded to you by the State Highway Commission on January 14, 1944, covering 1.82 miles grading and rock base and 2.76 miles bituminous macadam wearing surface on the Klamath Falls Air Station Access Road Project in Klamath County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

Mrs Smith
BY SECRETARY
to note

NOTED
RUTH SMITH

RECEIVED
JAN 15 1944
FOR FILING

DA-NR-45-1

January 14, 1944

Mr. Clifford A. Dunn
Box 431
Klamath Falls, Oregon

Dear Mr. Dunn:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for 1.02 miles grading and rock base and 2.76 miles bituminous macadam wearing surface on the Klamath Falls Air Station Access Road Project, in Klamath County. This award based on your bid of $[illegible],364.[illegible] submitted on December 23, 1943.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

DY
Encl.

cc - S. H. Probert
G. S. Paxson

RECEIVED
JAN 15 1944
FOR FILING

DA-NE 15-1

| CLASS OF SERVICE DESIRED | | | |
|---|---|---|---|
| DOMESTIC | | CABLE | |
| TELEGRAM | X | ORDINARY | |
| DAY LETTER | | URGENT RATE | |
| SERIAL | | DEFERRED | |
| OVERNIGHT TELEGRAM | | NIGHT LETTER | |
| SPECIAL SERVICE | | SHIP RADIOGRAM | |

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

# COPY OF WESTERN UNION TELEGRAM

RECEIVED
JAN 15 1944
FOR FILING

CLIFFORD A. DUNN
KLAMATH FALLS, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR GRADING AND SURFACING THE KLAMATH FALLS AIR STATION ACCESS ROAD KLAMATH COUNTY BASED ON YOUR LOW BID SUBMITTED ON DECEMBER 23, 1943. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

cc - Files ✓

cc - Auditor (5001-900)

DA-NR-15-1

RECEIVED
JAN 17 1944

**CLASS OF SERVICE**

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

# WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1201

(25)

| SYMBOLS |
|---|
| DL=Day Letter |
| NL=Night Letter |
| LC=Deferred Cable |
| NLT=Cable Night Letter |
| Ship Radiogram |

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRQ203 GOVT LG=PORTLAND ORG QR TWWP

1944 JAN 14 PM 6 28

R H BALDOCK=
STATE HIGHWAY ENGINEER SM=

=WE HEREBY CONCUR IN AWARD OF CONTRACT TODAY FOR OREGON DA-NR-15 KLAMATH FALLS AIR STATION ACCESS ROAD TO CLIFFORD A DUNN=

LYNCH=

RECEIVED
JAN 17 1944
FOR FILING

=DA-NR-15=

[WI]LL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

**WANT A REPLY?**
"Answer by WESTERN UNION" or similar phrases may be included without charge.

---

SALEM, OREGON
JANUARY 13, 1944

RECEIVED
JAN 17 1944
FOR FILING

W. E. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

WE NOW HAVE RIGHT OF ENTRY TO RIGHT OF WAY KLAMATH FALLS ACCESS ROAD PROJECT. ALSO HAVE PREFERENCE RATING CERTIFICATE. PLEASE CONCUR IN AWARD CONTRACT TODAY TO CLIFFORD A. DUNN

R. H. BALDOCK

RECEIVED
JAN 17 1944
FOR FILING

DA-NR 15-1

January 6, 1944

Mr. W. E. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland (8), Oregon

Dear Sir:

This is to advise that we have received War Production Board certificate authorizing commencement of construction and making allotment of controlled materials for the Klamath Falls Airport Access Road Project, Oregon DA-NR 15 (1).

The certificate is No. 120030. It was issued on December 22, 1943. The preference rating assigned is AA-3.

Rights of way matters are not all cleared, but are expected to be cleared on January 10 or 11.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:RR

DA-NR 15-1

**Oregon State Highway Department** — Cost per mile

2.76 Mi. Federal Access Road
$ [illegible] Project No. DA-NR 15 (1)

[illegible] **KLAMATH FALLS AIR STATION ACCESS ROAD**

**IN KLAMATH COUNTY**

Preliminary Engineering - - - - - - - - - - - $ 1,000.00
Lands, Rights of Way, Easements, Etc. - - - - - - - - 1,500.00
Construction - - - - - - - - - - - - - - - - - 94,410.80
$96,910.80

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 17, 1943

| | | | | |
|---|---|---|---|---|
| All Required | | Preliminary Engineering | | $ 1,000.00 |
| All Required | | Lands, Rights of Way, Easements, Etc. | | 1,500.00 |
| **Construction** | | | | |
| All Required | | Clearing and Grubbing | | $ 1,000.00 |
| 550 | cu. yds. | Structural Excavation, Unclassified | $ 2.00 | 1,100.00 |
| 300 | cu. yds. | Trench Excavation, Unclassified | 2.00 | 600.00 |
| 14,000 | cu. yds. | Borrow Excavation, Unclassified | 1.00 | 14,000.00 |
| 1,600 | cu. yds. | General Excavation, Unclassified | .60 | 960.00 |
| 2,100 | yd. sta. | Short Overhaul | .02 | 42.00 |
| 14,000 | yd. mi. | Truck Haul on Borrow Material | .15 | 2,100.00 |
| 3,300 | cu. yds. | Sand Finishing Material | .50 | 1,650.00 |
| 14,000 | yd. mi. | Hauling Sand Material | .15 | 2,100.00 |
| 2.76 | miles | Finishing Roadbed and Slopes | 400.00 | 1,104.00 |
| 280 | lin. ft. | 12" Concrete Pipe | 1.50 | 420.00 |
| 3,400 | lin. ft. | 18" Concrete Pipe | 3.00 | 10,200.00 |
| 200 | lin. ft. | 24" Concrete Pipe | 4.50 | 900.00 |
| 3,700 | cu. yds. | 4½" - 2" Rock in Base | 3.00 | 11,100.00 |
| 2,700 | cu. yds. | 3/4" - 0" Rock in Base and Shoulders | 3.00 | 8,100.00 |
| 300 | M-gals. | Sprinkling | 1.50 | 450.00 |
| 2.76 | miles | Preparation of Base | 200.00 | 552.00 |
| 4,300 | cu. yds. | Furnishing and Placing Aggregates | 4.00 | 17,200.00 |
| 274 | tons | Furnishing and Placing 120-150 Asphalt | 35.00 | 9,590.00 |
| 30 | tons | Furnishing and Placing RC-3 Asphalt | 35.00 | 1,050.00 |
| 46 | tons | Furnishing and Placing RC-3 or Emulsified Asphalt | 35.00 | 1,610.00 |
| | | | Subtotal | $85,828.00 |
| | | | 10% Engr. & Cont. | 8,582.80 |
| | | | Total | $94,410.80 |

Oregon State Highway Department Length 9.76 [illegible] Access Road
Cost per mile $ 34,1[illegible] Project No. [illegible]

**Federal Access Road Funds Requested** [illegible]

Preliminary Engineering - - - - - - - - - - - - - - $ 1,000.00
Lands, Rights of Way, Easements, Etc.- - - - - - - - - - - - 1,900.00
Construction - - - - - - - - - - - - - - - - - - - - - - - - [illegible]
(Estimate to accompany plans and specifications. Not as basis for project agreement.)
$96,910.00

Salem, Oregon, December 17, 1943

| | | | | |
|---|---|---|---|---|
| All Required | | Preliminary Engineering | | $ 1,000.00 |
| All Required | | Lands, Rights of Way, Easements, Etc. | | 1,900.00 |

Construction

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 1,500.00 |
| [illegible] | cu. yds. | Structural Excavation, Unclassified | $ 2.00 | 1,1[illegible].00 |
| [illegible] | cu. yds. | Trench Excavation, Unclassified | 2.00 | [illegible].00 |
| 14,000 | cu. yds. | Borrow Excavation, Unclassified | 1.[illegible] | 1[illegible].00 |
| 1,800 | cu. yds. | General Excavation, Unclassified | .[illegible] | [illegible].00 |
| 2,150 | [illegible] | Short Overhaul | .0[illegible] | [illegible].00 |
| 14,000 | [illegible] | Truck Haul of Borrow Material | .15 | 2,1[illegible].00 |
| [illegible] | cu. yds. | [illegible] Finishing Material | .[illegible] | 1,[illegible].00 |
| [illegible] | yd. mi. | Hauling Sand Material | .1[illegible] | 2,1[illegible].00 |
| 9.76 | miles | Finishing Roadbed and Slopes | [illegible].00 | [illegible].00 |
| [illegible] | lin. ft. | 1[illegible]" Concrete Pipe | 1.[illegible] | [illegible].00 |
| [illegible] | lin. ft. | [illegible]" Concrete Pipe | [illegible] | 10,[illegible] |
| [illegible] | lin. ft. | [illegible]" Concrete Pipe | [illegible] | [illegible].00 |
| [illegible] | cu. yds. | [illegible]" - [illegible]" Rock in Base | [illegible] | [illegible].00 |
| [illegible] | cu. yds. | [illegible]" - [illegible]" Rock in Base for Shoulders | [illegible] | [illegible].00 |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible].00 |
| [illegible] | miles | [illegible] of Base | [illegible] | [illegible] |
| [illegible] | cu. yds. | Furnishing and Placing [illegible] | [illegible] | 17,[illegible] |
| [illegible] | tons | Furnishing and Placing [illegible] | [illegible] | 9,[illegible] |
| [illegible] | tons | Furnishing and Placing [illegible] | [illegible] | 1,0[illegible].00 |
| [illegible] | tons | Furnishing and Placing [illegible] | [illegible] | [illegible] |
| | | | [illegible] | [illegible] |
| | | | [illegible] | [illegible] |
| | | | [illegible] | $[illegible] |

Oregon State Highway Department
Cost per mile

2.760 Federal Access Road
$ 34,1 Project No. DA-[illegible] 15 (1)

Federal Access Road KLAMATH FALLS AIR STATION ACCESS ROAD
IN KLAMATH COUNTY

| | |
|---|---|
| Preliminary Engineering - - - - - - - - - - - - | $ 1,000.00 |
| Lands, Rights of Way, Easements, Etc. - - - - - - - - - - - | 1,500.00 |
| Construction - - - - - - - - - - - - - - - - - - - - - - | 94,410.80 |
| | $96,910.80 |

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 17, 1943

| | | | | |
|---|---|---|---|---|
| All Required | | Preliminary Engineering | | $ 1,000.00 |
| All Required | | Lands, Rights of Way, Easements, Etc. | | 1,900.00 |

**Construction**

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 1,000.00 |
| 550 | cu. yds. | Structural Excavation, Unclassified | $ 2.00 | 1,100.00 |
| 300 | cu. yds. | Trench Excavation, Unclassified | 2.00 | 600.00 |
| 14,000 | cu. yds. | Borrow Excavation, Unclassified | 1.00 | 14,000.00 |
| 1,600 | cu. yds. | General Excavation, Unclassified | .60 | 960.00 |
| 2,100 | yd. sta. | Short Overhaul | .02 | 42.00 |
| 14,000 | yd. mi. | Truck Haul on Borrow Material | .15 | 2,100.00 |
| 3,300 | cu. yds. | Sand Finishing Material | .50 | 1,650.00 |
| 14,000 | yd. mi. | Hauling Sand Material | .15 | 2,100.00 |
| 2.76 | miles | Finishing Roadbed and Slopes | 400.00 | 1,104.00 |
| 280 | lin. ft. | 12" Concrete Pipe | 1.50 | 420.00 |
| 3,400 | lin. ft. | 18" Concrete Pipe | 3.00 | 10,200.00 |
| 200 | lin. ft. | 24" Concrete Pipe | 4.50 | 900.00 |
| 3,700 | cu. yds. | 4" - 2" Rock in Base | 3.00 | 11,100.00 |
| 2,700 | cu. yds. | 3/4" - 0" Rock in Base and Shoulders | 3.00 | 8,100.00 |
| 300 | M-gals. | Sprinkling | 1.50 | 450.00 |
| 2.76 | miles | Preparation of Base | 200.00 | 552.00 |
| 4,300 | cu. yds. | Furnishing and Placing Aggregates | 4.00 | 17,200.00 |
| 274 | tons | Furnishing and Placing 121-150 Asphalt | 35.00 | 9,590.00 |
| 30 | tons | Furnishing and Placing RC-3 Asphalt | 35.00 | 1,050.00 |
| 46 | tons | Furnishing and Placing RC-3 or Emulsified Asphalt | 35.00 | 1,610.00 |
| | | | Subtotal | $85,828.00 |
| | | | 10% Engr. & Cont. | 8,582.80 |
| | | | Total | $94,410.80 |

| | |
|---|---|
| Length | 2.762 miles |
| Cost per mile | $ 34,182.04 |

Federal Access Road Funds Requested:

| | |
|---|---|
| Preliminary Engineering- - - - - - - - - - - - - - - - - - - - | $ 1,000.00 |
| Lands, Rights of Way, Easements, Etc.- - - - - - - - - - - - - | 1,500.00 |
| Constructi[illegible] - - - - | 94,410.80 |
| PROJECT NO. DA-WR 15(1) | $96,910.80 |

While negotiations for rights of way are in progress, one parcel has not been acquired, nor has the right to occupy and use this parcel been secured, but it is now believed that all necessary rights of way can be made fully available within six days.

B. H. [redacted]
State Highway Engineer

By

S. H. Probert
Office Engineer

December 17, 1943

# KLAMATH FALLS AIR STATION ACCESS ROAD

## PROJECT NO. DA-MR 15(1)

While negotiations for rights of way are in progress, one parcel has not been acquired, nor has the right to occupy and use this parcel been secured, but it is now believed that all necessary rights of way can be made fully available within six days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

December 17, 1943

PR 46

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

# Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Jan. 1, 1944

State Oregon

Completion Date (Est.) June 30, 1944

Project No. DA-WR 15 (1)

Estimated Total Cost Roadway $ 94,410.80

Length: Miles 2.762

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 450 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 9,600 |
| 3 | Bituminous mat. | Gal. | 84,000 | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | | | | | |

/ have been sent to [illegible]

RECEIVED
DEC 22 1943
FOR FILING

OREGON
WASHINGTON

DA-NR 15-1

Federal Works Agency
PUBLIC ROADS ADMINISTRATION

( C O P Y )

District One

December 16, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

Reference is made to telephone conversations between Mr. Cutler and the undersigned concerning rights of way for Oregon DA-NR 15, Klamath Falls Naval Airport Access Road, and Oregon DA-NR 16, Lakeview Naval Auxiliary Airfield Access Road.

Confirming the understanding reached in the telephone conversations, no new rights of way will be required for DA-NR 16, Lakeview. We are accordingly not making any Federal funds available for this item.

At Oregon DA-NR 15, Klamath Falls, new rights of way will be required for that portion of the access road south of the east-west county road under construction in the southerly part of Section 15. It being our understanding that this portion of the access road will not be of any local benefit, Federal funds will be made available for the purchase of necessary rights of way therefor.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Senior Highway Engineer

Mr. Baldock:
The original of this was sent to Cutler. Copies have been sent to Probert and H. G. Smith

DA-NR 15-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
DEC 21 1943
FOR FILING

December 9, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon DA-NR 15(1), the Klamath Falls Air Station Access Road, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise the project for bids.

Concurrence in award will be dependent on approval of preference rating application and the clearing up of the right of way situation.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
DEC 20 1943
OREGON
STATE HIGHWAY COMMISSION

101-4209 Medical Springs Rock Production
Medical Springs Secondary Highway

#2673 1944

RECEIVED
JAN 20 1945
FOR FILING

101-4209

January 20, 1945

Union Oil Company of California,
Hutton Building,
Spokane 1, Washington.

Attention: T. J. Fahey
Division Credit Supervisor

Gentlemen:

This is to acknowledge your letter of January 18th, relative to State Highway Contract No. 2673 awarded to the Northwest Development Company, covering the Medical Springs Rock Production Project in Baker and Union Counties.

Please be advised that final payment was made under date of January 11, 1945, the total amount of the contract being $34,339.51.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

jeo

**Union Oil Company of California**

HUTTON BUILDING

SPOKANE 1, WASHINGTON

January 18, 1945

Oregon State Highway Dept.
State of Oregon
Salem, Oregon

Would you please be kind enough to tell us if the final payment has been made to Northwest Development Company covering Contract #2673.

This contract was completed in October" and accepted by the Highway Commission on November 14, 1944.

Thank you.

T. J. FAHAY

TJFahay

Division Credit Supervisor

tjf:bl

REFERRED TO
[illegible]
BY SECRETARY

Please prepare reply

RECEIVED
JAN 2[illegible] 1945
STATE HIGHWAY COMMISSION

FORM 481 SPO. 5-44 3M
PRINTED IN U. S. A.

FORM E-90 25M 8-43

RECEIVED
JAN 11 1945
FOR FILING

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Jan. 11, 1945

101-4209

To
Mr. H. B. Glaisyer
O-f-f-i-c-e

SUBJECT: Request for release of warrants on final estimates.

| | Vou. # | Cont. # | Est. # | Name | Am't. | Wt. # | Note |
|---|---|---|---|---|---|---|---|
| 1. | 14776 | 2673 | 6 Final | Northwest Development Co. | 1,031.69 | 266218 | |
| 2. | | | | | | | |
| 3. | | | | | | | |
| 4. | | | | | | | |
| 5. | | | | | | | |
| 6. | | | | | | | |
| 7. | | | | | | | |
| 8. | | | | | | | |
| 9. | | | | | | | |
| 10. | | | | | | | |
| 11. | | | | | | | |
| 12. | | | | | | | |

Mr. Glaisyer:

I have on file, acceptance advice on this contract.

asw

Ok to release

ACCOUNTING DIVISION

By ____________
Bookkeeping Dept.

NOTED ON CARD
1/11/45

Approved ____________
Secretary

RECEIVED
DEC 21 1944
FOR FILING

101-4209

December 20, 1944

Union Oil Company of California,
Hutton Building,
Spokane, 1, Washington.

Attn: Mr. Y. J. Fahey,
Divn. Credit Supervisor.

Gentlemen:

This is to acknowledge receipt of your letter of December 18th, requesting information with regard to Contract No. 2673, awarded to the Northwest Development Company, covering rock production on the Medical Springs Section of the Medical Springs Secondary Highway in Baker and Union Counties.

Please be advised that this contract was completed on October 11, 1944 and accepted by the Highway Commission on November 14, 1944.

Swett & Crawford, Yeon Building, Portland 4, are agents for the surety, Pacific Indemnity Company; and the amount of the bond was $36,325.00.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

jeo

**Union Oil Company of California**

HUTTON BUILDING
SPOKANE 1, WASHINGTON

December 18, 1944

Director of Highways
State of Oregon
Salem, Oregon

RE: CONT. #2673
Northwest Development Co.

Would you please tell us if this contract has been completed, and if so, the date of acceptance. 11/14/44 10/11/44

If the job is not yet completed, would you please tell us what percentage has been finished? ?

We would also appreciate you telling us the name of the Bonding Company and the name and address of the Bonding Company's Agent, as well as the amount of the Bond for labor and material.

If you would care to return your reply in the enclosed envelope which requires no stamp, it will come direct to me.

Thank you.

T. J. FAHAY
Fahay
Division Credit Supervisor

tjf:bl

REFERRED TO
Jutla
BY SECRETARY

RECEIVED
DEC 20 1944
OREGON
STATE HIGHWAY COMMISSION

FORM 401 SPO. 8-44 2M
PRINTED IN U. S. A.

RECEIVED
NOV 29 1944
FOR FILING

101 - 4209

November 28, 1944

Scott & Crawford
Pacific Indemnity Company
Yeon Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2673 for rock production on the Medical Springs Section of the Medical Springs Secondary Highway, in Baker and Union Counties, has been completed by the contractor, Northwest Development Company, and that final payment in the amount of $1,031.69 will be made on or after December 6, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $34,339.51 and that no force account work was performed therein. This contract was completed on October 11, 1944, and accepted by the Commission on November 14, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

[illegible]

NOTED ON CARD
[illegible] 11/28

RECEIVED
NOV 18 1944
FOR FILING

101-4209

November 17, 1944

Northwest Development Company,
2805 N. Fir Street,
La Grande, Oregon.

Gentlemen:

The State Highway Commission, at its meeting on November 14, 1944, granted you the extension of time requested on Contract No. 2673, from August 31 to October 10, 1944, without penalty. This contract covers rock production on the Medical Springs Section of the Medical Springs Secondary Highway in Baker and Union Counties.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jee

RECEIVED
OCT 26 1944
FOR FILING

101-4209

October 25, 1944

Swett & Crawford, Agents,
Pacific Indemnity Company,
Yeon Building,
Portland 4, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the Northwest Development Company of LaGrande, Oregon, on Contract No. 2673, covering the Medical Springs Rock Production Project on the Medical Springs Secondary Highway in Baker and Union Counties. This payment, in the amount of $1,536.20, will be made on or after November 4th, 1944. The retained percentage is $1,030.14.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work, and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

jeo Secretary.

17

Form E-1—5M—4-43

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 21 1944, 19

Section Medical Springs

Kind of work Furnish Maintenance Mtls.

Highway Medical Springs

Section prefix 101-4209

Contractor Northwest Development Co.

Contract number 2673

Date of contract February 17 1944, 19

Date of completion August 31 1944, 19

Date work started May 20 1944, 19

Estimated date of completion October 31, 1944, 19

Amount of contract . . . . . . . . $ 36,325.00

Per cent of time elapsed 126 %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . . . . $34,337.96

Per cent of contract completed, based on total contract price . . . . . . . . . . . . . 100 %

Engineering cost to date, $1159.41, 53.2 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work in connection withthe crushing of the rock has been completed. The equipment used on the Catherin Creek setup has been removed to other work and the equipment on the Powder River setup is in the process of being dismantled. Ten more days will be required for this work.

All stock piles have been remeasured, computed and the semi final estimate submitted through the regular channels.

OCT 23 1944

NOTED
E. M. [illegible]

Signed E. G. Bickmore

Address Baker

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | 11500 | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | Complete | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

........ County, ....%; ........ County, ....%; ........ County, ....%; ........ County, ....%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ........, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants ........

Compressors ........, Bulldozers ........, Sheep-foot rollers ........, . . . . . ........, . . . . . ........, . . . . . ........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

STATE PRINTING DEPT.

(16)

Form E-1—5M—6-43

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 14 1944, 19

Section Medical Springs

Kind of work Furnish Maintenance Mtls.

Highway Medical Springs

Section prefix 101-4209

Contractor Northwest Development Co.

Contract number 2673

Date of contract February 17 1944, 19

Date of completion August 31, 1944, 19

Date work started May 29 1944, 19

Estimated date of completion October 11, 1944

Amount of contract . . . . . . . $ 36,325.00

Per cent of time elapsed 123 %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . $ 36,325.00

Per cent of contract completed, based on total contract price . . . . . . . . . . 100 %

Engineering cost to date, $ 1215.00, %

Date project was completed October 11, 1944 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Crushin g operations were completed at the Catherin Creek setup October 4th and the plant has been removed to other work. The Powder River plant completed operations on October 11th, this plant is now being dismantled and removed.

All stock piles have been remeasured with the exceptions of those at M.P.s 24.30 and 28.25, these piles have not yet been shaped up.

RECEIVED
OCT 16 1944

Signed E. G. Bickmore

Address Baker, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  | 11.500 |  |  |
| Total estimated quantities |  |  | 11.500 |  |  |
| Estimated quantities moved or placed to date |  |  |  |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Percentages of men employed on contract to be secured from: ............ County, ......%; ............ County, ......%; ............ County, ......%; ............ County, ......%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ............

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . . ............, . . . . . ............, . . . . . ............

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair |  |  |
| Monday | " |  |  |
| Tuesday | " |  |  |
| Wednesday | " |  |  |
| Thursday | " |  |  |
| Friday | Rain |  |  |
| Saturday | " |  |  |

STATE PRINTING DEPT.

FORM E-90 20M 8-43

FOR

1-4209

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
September 15, 1944

**SUBJECT:** Re: Union Water Supply

To:

Mr. C. B. McCullough
Asst. State Highway Engineer
Salem, Oregon

RECEIVED
SEP 18 1944
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

I have a copy of your letter of September 12th to Mr. L.Z. Terrall of Union and the attached memo in regard to our contractor fouling Catherine Creek.

Upon Mr. H.G. Smith's request, I investigated the condition, contacted the Mayor and City Attorney Terrall two days ago, and reported to Mr. Smith.

We had the contractor install settling basins, and I believe that the situation is under control.

Very truly yours,

Paul Van Scoy

PAUL VAN SCOY
Division Engineer

PVS/fh
cc
cc Mr. H. G. Smith

NOTED
C. B. McCullough

RECEIVED
[illegible] 1944
FOR FILING

1-4309

September 12, 1944

Mr. L. E. Terrall
Attorney at Law
Union
Oregon

Dear Sir:

Reference is made to your communication of September 6th regarding the production of maintenance materials from a certain gravel deposit along Catherine Creek about 11.26 miles east of Union.

This project is under contract to the Northwest Development Company, who I believe realize the importance of conducting their operations so as to avoid fouling the water of the stream, since we incorporated in the special provisions the following paragraphs:

> Muddying of Streams:
>
> "In the conduct of the work to be done under this contract, the contractor shall exercise the greatest possible degree of care to avoid the roiling or "muddying up" of streams either by disturbance of the stream bed or stream banks, or by the flushing or depositing therein of foreign materials or earthy matter. Where the character and the use of the stream warrants, and where such a procedure is practicable, the contractor shall construct suitable settling basins for the clarification of water used by him and made muddy by the washing of gravel or rock.
>
> The contractor shall also be held to strict compliance with any and all statutes covering the fouling or pollution of the waterways of the State."

However, we shall be pleased to request our Division Engineer at LaGrande, Mr. VanScoy, to discuss the matter with the contractors and inform them of the location of the city intake and of your advice that operations must be suspended unless the water supply remains uncontaminated.

Mr. L. E. Terrall 2. September 12, 1944

RECEIVED

The Medical Springs Secondary Highway has been very badly damaged by the heavy log traffic, and the War Production Board is quite insistent that we keep it maintained in a satisfactory condition. We are very fearful, therefore, that unless the contractors are able to produce these materials during the season favorable to such work that we will not have sufficient material to maintain the road next Spring. We would be very grateful, therefore, if you would keep in mind the fact that this situation is very grave with respect to the production of lumber for the war effort and be as patient as possible with our contractors.

As stated hereinabove, we will notify Mr. VanCoy to contact the Northwest Development Company and impress upon them the necessity for compliance with the specifications above quoted in regard to stream pollution.

We wish to thank you for calling this matter to our attention, and to assure you of our desire to cooperate in every possible way.

Very cordially yours,

C. B. McCullough
Assistant State Highway Engineer

cc E.S.Smith
Paul VanCoy

CBM/k

M

**L. Z. TERRALL**
Attorney at Law
UNION, OREGON
Phone 2652

RECEIVED
SEP 8 1944
OREGON
STATE HIGHWAY COMMISSION

September 4th, 1944

State Highway Commission,
Salem, Oregon.

Dear Sir:

I have been requested by the Common Council of the City of Union to take up with you the matter of your crusher on Catherine Creek about ten miles east of the City.

I have been told that your crusher is being installed on the bank of Catherine Creek and the plan is to dredge the creek for rock for crushing. The City's only supply of water comes from this creek, some eight miles below where you are locating the crusher.

The officials wish to cooperate with you in every manner possible, but they do not want the water supply of the city impaired; and they feel that particularly with the small amount of water now in the creek that your operation will make the water unfit for use by the City; in that the sediment created will not settle before it reaches the water headgate.

We request that you do everything possible to safeguard the City's water supply and in the event of the impairment of such supply through your dredging that you cease such operations.

We shall keep you advised as to the conditions.

Very truly yours,

L. Z. Terrall

RECEIVED
MAR 25 1944

101-4219

March 24, 1944

Northwest Development Co.
2805 N. Fir Street
La Grande, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2673 which was awarded to you on February 17, 1944 by the State Highway Commission, covering the Medical Springs Rock Production Project on the Medical Springs Secondary Highway in Baker and Union Counties. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

DW

RECEIVED
FEB 19 1944
FOR FILING

101 - 4209

February 18, 1944

Northwest Development Co.
2805 N. Fir Street
La Grande, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2673, which was awarded to you by the State Highway Commission on February 17, 1944, covering the Medical Springs Rock Production Project on the Medical Springs Secondary Highway in Baker and Union County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto,

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AG

NOTED
RUTH SMITH

RECEIVED
FEB 19 1944
FOR FILING

101-4209

February 18, 1944

Northwest Development Company
2895 No. Fir Street
La Grande, Oregon

Gentlemen:

The State Highway Commission on February 17, 1944, awarded you the contract for the Medical Springs Rock Production Project on the Medical Springs Secondary Highway, in Baker and Union Counties. This award was based on your low bid of $36,325.00, submitted on that date.

Contract forms will be sent to you for execution w within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - S. H. Probert

G. S. Paxson

12-8301 Kimberly-Dayville Rock Prod., 1944
John Day Hwy.

#2674

RECEIVED
DEC 29 1944
FOR FILING

12-4807

December 28, 1944

Merrill D. Ohling, Agent,
Hartford Accident & Indemnity Co.,
275 State Street,
Salem, Oregon.

Dear Sir:

You are hereby notified that State Highway Contract No. 2674 for rock production on the Kimberly-Dayville Section of the John Day Highway in Grant and Wheeler Counties, has been completed by the contractor, Western Rock Company, and that final payment in the amount of $948.77 will be made on or after January 8, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total amount of the contract is $31,625.70 and that no force account work was performed therein. This contract was completed on November 10, 1944 and accepted by the Commission on December 19, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

jee

NOTED ON CARD
12/28

RECEIVED
DEC 21 1944
FOR FILING

12-4207

December 21, 1944

Western Rock Company
Route 4, Box 379
Salem, Oregon

Gentlemen:

The State Highway Commission at its meeting on December 19, 1944, granted you the extension of time requested from October 31, 1944, to November 20, 1944, without penalty in connection with Contract No. 2674 for your Kimberly-Dayville Rock Production Project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

rmp
CC to: Mr. Paul Van Scoy

NOTED ON CARD
12/21

RECEIVED
DEC 2 - 1944
FOR FILING

12-4207

December 1, 1944

Mr. Merrill D. Ohling, Agent
Hartford Accident & Indemnity Company
275 State Street,
Salem, Oregon

Dear Mr. Ohling:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Western Rock Company, Salem, on Contract No. 2674, covering rock production, in Grant & Wheeler Counties. This payment, in the amount of $8,601.33, will be made on or after December 10, 1944. The retained percentage is $948.77.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

BMR

NOTED ON CARD
JEO 12/1

Form E-1—5M—6-43

## OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 25, 1944

Section Kimberly - Dayville

Kind of work Rock Production

Highway John Day

Section prefix 12-4207

Contractor Western Rock Company

Contract number 2674

Date of contract February 17, 1944

Date of completion October 31, 1944

Date work started September 1, 1944

Estimated date of completion November 20, 1944

Amount of contract $ 31760.00

Per cent of time elapsed 107 %

Estimated cost of completed project, exclusive of engineering $ 31625.70

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1540., 4.8 %

Date project was completed November 20, 1944

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed on November 20.

Semifinal estimate sent to the Division Engineer on November 25.

RECEIVED
NOV 27 1944

Signed John T. Burch

Address Burns, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  | 33.61 |  |  |
| Miles partially completed |  |  | 33.61 |  |  |
| Miles completed |  |  | 33.61 |  |  |
| Total estimated quantities |  |  | 14000. |  |  |
| Estimated quantities moved or placed to date |  |  | 13929.1 |  |  |
| Average daily quantities |  |  | 172 |  |  |
| Average daily quantities necessary to complete project on time |  |  | ——— |  |  |
| Number shifts per day |  |  | 1 |  |  |
| Hours per shift |  |  | 8 |  |  |
| Average force on project for week |  |  | 7 |  |  |

Percentages of men employed on contract to be secured from:

.......... County, ....%; .......... County, ....%; .......... County, ....%; .......... County, ....%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men | 3 |  |  |  |  | 2 | 5 |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons | 2 |  |  |  |  |  | 2 |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels ..1.., Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants ........

Compressors ........, Bulldozers ..1.., Sheep-foot rollers ........, Trucks - 2........, . . . . . ........, . . . . . ........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Cloudy |  |  |
| Monday | " |  |  |
| Tuesday | " |  |  |
| Wednesday | Clear |  |  |
| Thursday | Cloudy |  |  |
| Friday | " |  |  |
| Saturday | Clear |  |  |

STATE PRINTING DEPT.

RECEIVED
NOV 4 - 1944
FOR FILING

12-4207

Nov. 1, 1944.

Western Rock Co.,
Route 4, Box 379,
Salem, Ore.

Gentlemen:

The State Highway Commission has ordered that in all cases where a contract cannot be completed within the time limit set up, the contractor shall make a request accompanied by the agreement of the contractor for an extension of time to cover the anticipated overrun, prior to expiration date in contract.

Your contract No. 2674, Kimberly-Dayville Section, lies within this qualification. Will you kindly submit a request for an extension of time accompanied by surety's consent to this office at your earliest convenience.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

H
CC to Paul Van Scoy,
H. G. Smith

RECEIVED
OCT 26 1944
FOR FILING

12-4207

Oct. 25, 1944.

Western Construction Co.,
Route 1, North,
Pocatello, Idaho.

Gentlemen:

The State Highway Commission has ordered that in all cases where a contract cannot be completed within the time limit set up, the contractor shall make a request accompanied by the agreement of the contractor for an extension of time to cover the anticipated overrun, prior to expiration date in contract.

Your contract No. 2674, Kimberly-Dayville Section, lies within this qualification. Will you kindly submit a request for an extension of time accompanied by surety's consent to this office at your earliest convenience.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

E

CC to Paul Van Scoy,
M. G. Smith

RECEIVED
MAR 25 1944
FOR FILING

March 24, 1944

12-4207

Western Rock Company
Rt. 4, Box 379
Salem, Oregon

Gentlemen:

We are handing you today a fully executed copy of contract No. 2674 which was awarded to you on February 17, 1944 by the State Highway Commission, covering the Kimberly-Dayville Rock Production Project on the John Day Highway in Grant and Wheeler Counties. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

DF

RECEIVED
FEB 1[illegible] 1944
FOR FILING

12-4207

February 18, 1944

Western Rock Company
Box 448
Salem, Oregon

Gentlemen:

We are handing you, herewith, four copies of contract No. 2674, which was awarded to you by the State Highway Commission on February 17, 1944, covering the Kimberly-Dayville Rock Production Project on the John Day Highway in Grant and Wheeler Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

BF

NOTED
RUTH SMITH

RECEIVED
FEB 19 1944
FOR FILING

12-4207

February 18, 1944

Western Rock Company
Box 446
Salem, Oregon

Gentlemen:

The State Highway Commission on February 17, 1944, awarded you the contract for the Kimberly-Dayville Rock Production Project on the John Day Highway, in Grant and Wheeler Counties. This award was based on your low bid of $31,760.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - S. H. Probert

G. S. Paxson

125-4205 Rhea Creek-Rock Creek Section
Heppner-Spray Secondary Hwy. 1944

#2675

RECEIVED
SEP 26 1944
FOR FILING

125-4205

September 25, 1944

Hartford Accident & Indemnity Co.,
Merrill D. Ohling, Agent,
275 State Street,
Salem, Oregon.

Dear Sir:

You are hereby notified that State Highway Contract No. 2675 for rock production and resurfacing on the Rhea Creek-Rock Creek Section of the Heppner-Spray Secondary Highway in Morrow County, has been completed by the contractor, Western Rock Company, and that final payment in the amount of $814.20 is ready to be made.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $18,960.85, and that no force account work was performed therein. This contract was completed on July 10, 1944, but has not yet been accepted by the Commission. However, we anticipate that it will be accepted at the Commission's next meeting on October 23; and if so, we will make final payment immediately thereafter unless you advise us to the contrary.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

HBG/jeo

[illegible]
FOR [illegible]

125-4205

September 18, 1944

Western Rock Company
Rt. 4, Box 379
Salem, Oregon

Gentlemen:

The State Highway Commission, at its meeting on September 12, 1944, granted you the extension of time requested, from June 30, 1944 to July 10, 1944, without penalty, in connection with contract No. 2175 for the Rhea Creek-Rock Creek Rock Production and resurfacing on the Heppner-Spray Secondary Highway in Morrow County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

cc - Mr. Paul Van Scoy

RECEIVED
AUG 8 1944
FOR FILING

125-4205

August 7, 1944

Hartford Accident and Indemnity Co.
Merrill D. Ohling, Agent
275 State Street
Salem, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Western Rock Company, on Contract No. 2675 covering rock production and resurfacing on the Rhea Creek-Rock Creek Section of the Heppner-Spray Secondary Highway in Morrow County. This payment, in the amount of $792.44, will be made on or after August 17, 1944. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

Form E-1—5M—6-43

✓

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT #12 Final

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 29, 1944

Section Rhea Creek-Rock Creek

Kind of work Re-surfacing & Rock Production

Highway Heppner-Spray Secondary

Section prefix 125-4205

Contractor Western Rock Company

Contract number 2675

Date of contract February 17, 1944

Date of completion June 30, 1944

Date work started March 18, 1944

Estimated date of completion July 10, 1944

Amount of contract . . . . . . . . $ 18,930.00

Per cent of time elapsed 107 %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . . . . . . $ 18,896.65

Per cent of contract completed, based on total contract price . . . . . . . . . . . . . . 100 %

Engineering cost to date, $ 818.14, 72.0 %

Date project was completed July 10, 1944

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate was completed and sent to La Grande July 26, 1944.

RECEIVED
JUL 31 1944

NOTED
E. M.

Signed

Address Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | 7500 | 2500 | | |
| Estimated quantities moved or placed to date | | 7416. | 2570.2 | | |
| Average daily quantities | | 350 | | | |
| Average daily quantities necessary to complete project on time | | 0 | 0 | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.......... County, ....%; .......... County, ....%; .......... County, ....%; .......... County, ....%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ........, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants ........

Compressors ........, Bulldozers ........, Sheep-foot rollers ........, . . . . . . ........, . . . . . . ........, . . . . . . ........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair | | |
| Monday | Fair | | |
| Tuesday | Fair | | |
| Wednesday | Fair | | |
| Thursday | Fair | | |
| Friday | Fair | | |
| Saturday | Fair | | |

STATE PRINTING DEPT.

RECEIVED
MAR 25 1944
FOR FILING

125 - 4203

March 24, 1944

Western Rock Company
Rt. 4, Box 379
Salem, Oregon

Gentlemen:

We are handing you today a fully executed copy of contract No. 2675 which was awarded to you on February 17, 1944 by the State Highway Commission, covering the Rhea Creek-Rock Creek Rock Production Project on the Heppner-Spray Secondary Highway in Morrow County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

RECEIVED
FEB 19 1944
FOR FILING

25-4205

February 18, 1944

Western Rock Co.
Box 448
Salem, Oregon

Gentlemen:

We are handing you, herewith, four copies of contract No. 2675, which was awarded to you by the State Highway Commission on February 17, 1944, covering the Rhea Creek-Rock Creek Section of the Heppner-Spray Secondary Highway in Morrow County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AG

NOTED
RUTH SMITH

RECEIVED
FEB 19 1944
FOR FILING

125-4205

February 18, 1944

Western Rock Company
Box 448
Salem, Oregon

Gentlemen:

The State Highway Commission on February 17, 1944 awarded you the contract for the Rhea Creek-Rock Creek Section of the Heppner-Spray Secondary Highway in Morrow County. This award was based on your low bid of $18,930.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DF

cc - S. H. Probert

G. S. Paxson

DA-NR 13(1) Garibaldi-Tillamook Air Base 1944
Rock Prod., Oregon Coast Hwy.
#2676

RECEIVED
JUN 19 1945
~~FCR FILING~~

DA-NR 13-1

June 15, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of June 13, 1945, returning the white copy of final voucher for the Garibaldi-Tillamook Air Base Section, Project No. DA-NR 13 (1), for correction.

We are enclosing the returned copy which has been corrected in accordance with the suggestions contained in your letter.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JMN:GS

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 13, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We return herewith the original white copy of final voucher with force account bills for Oregon DA-NR 13(1), Access Road to the Tillamook Air Base, Oregon Coast Highway, received June 7, 1945.

The bill for State Force Account Reoiling work (completed) in the City of Tillamook lists "Work performed August 19 and 20, 1944". Should this not be 1943. as your letter of July 24, 1944, advised that work was completed July 19, 1944, and our final inspection was made August 11. Also, the heading of the voucher shows it is for the period ending June 28, 1944. Work on Contract 2891 for the resealing had not yet started.

← Yes

July 27, 1944

Will you please make such correction of dates as is necessary. We will hold the balance of the submission here until we hear from you and alter the other copies accordingly before forwarding.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Senior Highway Engineer

Encl.

RECEIVED
JUN 14 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 2[illegible] 1945
FOR FILING
Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-NR 13-1

March 24, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-NR 13(1)
Garibaldi-Tillamook Air Base Rock Production.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
Division Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
MAR 2[illegible] 1945
OREGON
STATE HIGHWAY COMMISSION

Ton

P/A

#94 pr 20346

Form P. R. 2

State Oregon

Project No. DA-WR 13(1)

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 3rd day of January, 1945

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: and the Defense Highway Act of 1941

Whereas the Highway Department of said State submitted on the ______ day of ______, 19__, a project statement, which was approved on the ______ day of ______, 19__, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Sections~~ ______ ~~of~~ said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 7th day of August 1943; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixty-two thousand, thirty-one and 00/100 dollars ($62,031.00) as the share of the United States payable under said act on account of ~~Sections~~ ______ ~~of~~ said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds made available for the construction of access roads under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress).

(Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

## ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between mile post 66.80 in Section 22, T. 1 N., R. 10 W., W.M., and mile post 81.70 in Section 17, T. 2 S., R. 9 W., W.M.; excepting therefrom that portion between mile posts 73.70 and 76.40

, length 12.20 miles, in Tillamook County, being [redacted] Oregon Defense Access project No. DA-WR 13(1) consisting of 12.20 miles of roadway and no bridges, [redacted] of more than 20 feet clear span, [redacted].

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. ~~Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.~~

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress).

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction [redacted] of said project shall not in any event exceed the sum of sixty-two thousand, thirty-one and 00/100 dollars ($62,031.00), certified to the Secretary of the Treasury as above mentioned, which [redacted] is [redacted] [redacted] the approved total estimated cost [redacted] of said project.

## PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws of 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of MAR - 2 1945, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By Arthur W. Schaupp
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

Attest

H B Glaisyer

SECRETARY

FEDERAL WORKS ADMINISTRATOR,

By W J O'Leary
*Acting Commissioner of Public Roads.*

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)*

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-WR-15(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 62,031.00 as the total estimated cost of said project, and the sum of $ 62,031.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and MAR - 2 1945

FEDERAL WORKS ADMINISTRATOR,

By W J O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—10130

[illegible]
JUN [illegible] 1944
FOR FILING

DA-NR 13-1

June 28, 1944

United Pacific Insurance Company
Mrs. Karen Carter, Agent
627 Board of Trade Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2676 for work on Garibaldi-Tillamook Air Base Section of the Oregon Coast Highway, in Tillamook County, has been completed by the contractor, Rogers Construction Company, and that final payment in the amount of $750.00 will be made on or after July 8, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $12,685.34 and that no force account work was performed therein. This contract was completed on April 25, 1944 and accepted by the Commission on May 9, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

HBG:vs

RECEIVED
JUL [illegible] 194[illegible]
FOR [illegible]

DA-NR 13-1

June 26, 1944

United Pacific Insurance Company
Karen Carter, Agent
627 Board of Trade Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Rogers Construction Company, on Contract No. 2678, covering rock production on the Garibaldi-Tillamook Air Base Section of the Oregon Coast Highway, in Tillamook County. This payment in the amount of $2,729.47 will be made on or after July 5, 1944. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

M

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
JUN 2 1944

DA-NR 13-1

May 30, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Supplemental P.S.& E. documents for Oregon DA-NR 13(1), Access Road to the Tillamook Naval Air Station, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JUN 2 1944
OREGON
STATE HIGHWAY COMMISSION

Form E-1—3M—4-42

DA-NR 13-1

V

## OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

*For Week Ending* April 29th, 19 44

*Section* Garibaldi- Tillamook Air Base

*Kind of work* crush and stockpile gravel

*Highway* Oregon Coast

*Section prefix* 29-1108 DA-NR 13 (1)

*Contractor* Rogers Construction Co

*Contract number* 2676

*Date of contract* February 17th, 19 44

*Date of completion* May 31st, 19 44

*Date work started* March 1st, 19 44

*Estimated date of completion* April 25th, 1944

*Amount of contract* $ 12055.00

*Per cent of time elapsed* 69 %

*Estimated cost of completed project, exclusive of engineering* $ 12500.00

*Per cent of contract completed, based on total contract price* 100 %

*Engineering cost to date,* $ 390.00, 2.6 %

*Date project was completed* April 25th, 19 44

*General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:*

Stockpiles completed and shaped up April 25th.

Stock piles cross ~~secti~~ sectioned for final estimate on April 27th.

MAY 1 1944

RECEIVED
MAY 1 - 1944

NOTED
E. M. BOOTH

*Signed* J.H.Scott

*Address* Nehalem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | 8300 including 2000 purchase order | | |
| Estimated quantities moved or placed to date | | | x[illegible]x 8450 | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | 1 | | |
| Hours per shift | | | ~~1~~ 8 | | |
| Average force on project for week | | | [illegible] 12 | | |

Percentages of men employed on contract to be secured from:

.................. County, ......%; .................. County, ......%; .................. County, ......%; .................. County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ..........., Power graders ..........., Rollers ..........., Mixers ..........., Crushing or screening plants 1

Compressors ..........., Bulldozers ..........., Sheep-foot rollers ..........., ..........., [illegible] 6 trucks ...........

| April | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday 23 | showers | | |
| Monday | " | | |
| Tuesday | " | | |
| Wednesday | " | | |
| Thursday | clear | | |
| Friday | fair | | |
| Saturday | fair | | |

STATE PRINTING DEPT.

RECEIVED
MAR 25 1944
FOR

AH-NC-13-1

March 24, 1944

Rogers Construction Co.
Box C-4
Dayton, Washington

Gentlemen:

We are sending you today under separate cover a fully executed copy of contract No. 2676 which was awarded to you on February 17, 1944, by the State Highway Commission, covering the Garibaldi-Tillamook Air Base Rock Production Project on the Oregon Coast in Tillamook County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

BF

RECEIVED
FEB 19 1944
FOR FILING

CA-NR 13-1

February 18, 1944

Rogers Construction Company
Box G-4
Dayton, Washington

Gentlemen:

We are sending you today four copies of contract No. 2676, which was awarded to you by the State Highway Commission on February 17, 1944, covering the Garibaldi-Tillamook Air Base Rock Production Project on the Oregon Coast Highway in Tillamook County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DF

NOTED
RUTH SMITH

RECEIVED
FEB 19 1944
FOR FILING

DA-NR 13-1

February 18, 1944

Rogers Construction Company
Box 143
Dayton, Washington

Gentlemen:

The State Highway Commission on February 17, 1944, awarded you the contract for the Garibaldi-Tillamook Air Base Rock Production Project on the Oregon Coast Highway in Tillamook County. This award was based on your low bid of $12,055.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

OREGON STATE HIGHWAY COMMISSION

DF

cc - H. H. Probert

G. S. Paxson

RECEIVED
APR 1 1944
FOR FILING

LH-NR B-1

**OREGON STATE HIGHWAY COMMISSION**
INTER-DEPARTMENT CORRESPONDENCE

AGENDA
FEB 1 1944

37

Salem, Oregon
January 21st, 1944

Subject: Garibaldi-Pleasant Valley Rock Production Project

To: Mr. R. H. Baldock
State Highway Engineer
Office

REFERRED TO
Mr. Slaiger
By Chief Engineer

Agenda

Dear Sir:

I am in receipt of the Garibaldi-Pleasant Valley Rock Production Project in the amount of 6,300 cubic yards, estimated to cost $17,325, from Mr. Eason. This material is required to do the patching on the pavement damaged by the Navy Department in building the Tillamook Air Base. Since the funds will be provided by the Navy Department, apparently Mr. Eason did not think it necessary to include it in the special maintenance budget.

Will you kindly secure authority from the Commission to contract this work.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

S+C.

FORM 2-123X 5M 8-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
JAN 21 1944
FOR FILING

DA-NR 13

January 17, 1944

File

Mr. W. M. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

On December 15 we wrote to you requesting an increase in the amount of federal funds set up for the Tillamook Air Base Access Road Project, DA-NR 13, and requesting authority to develop plans for a rock production contract in connection with that project.

We would appreciate advice in regard to the above matters, as the rock production work should be contracted within the next few weeks to enable performance of the patching and oiling work during early summer.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc to R. A. Collier
F. D. Eason

FORM 6-123X 5M 5-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
DEC 16 1943
FOR FI

DA-NR 13

December 15, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

In reviewing the situation with reference to the Tillamook Air Base Access Road Repair Project, DA-NR 13, we find that we have performed plant patching work and re-oiling work as follows:

| Unit | | Plant Patching (Tons) | Re-oiling (S. Yds.) | Cost |
|---|---|---|---|---|
| No. 1 | North of Tillamook | 1,488 | - - | $ 8,490 |
| No. 2 | South of Tillamook | 578 | - - | 4,750 |
| No. 3 | In Tillamook | 219 | 11,000 | 3,410 |
| | | 2,285 | 11,000 | $16,650 |

We find, also, that the complete repair of the damage suffered by the pavement will require additional work as follows:

| Unit | | Plant Patching (Tons) | Re-oiling (Miles) | Estimated Cost |
|---|---|---|---|---|
| No. 1 | North of Tillamook | 2,600 | 6.9 | $35,400 |
| No. 2 | South of Tillamook | 940 | 4.6 | 15,850 |
| No. 3 | In Tillamook | 400 | - | 3,900 |
| | | 3,940 | 11.5 | $55,150 |

From the above, it appears that the cost of the work will total about $71,800, which is roughly $22,700 more than the $49,060 which has been set-up for the project. We, therefore, ask that steps be taken to have the federal fund allotment increased from $49,060 to $71,800. Please refer to my letter of August 16, 1943, in which I stated that while $49,060 had been allotted to the project, the work was still underway and the damage was still going on. I further suggested that when the work was completed, we again review the situation and evaluate the damage.

With respect to the performance of the work remaining to be done, we propose as follows:

1. Contract at once for the production of the aggregates required for the patching work and the re-oiling work.

2. Perform the patching work by state forces during late spring or early summer.

3. Contract the re-oiling work for performance as soon as the patching work is completed.

Our preference would be to do all of the work by contract, but, due to difficulties involved in the control of patching work when done by contract, we consider it advisable to do that part of the work by state forces.

The break-down of cost as between contract and state force work would be about as follows:

Contract for production of aggregates:

| | | | |
|---|---|---|---|
| 4,000 cu. yds. | Aggregates for patching- - - | at $3.00 | $12,000 |
| 2,300 " " | Aggregates for re-oiling - - | at 3.00 | 6,900 |
| | | | $18,900 |

Contract for re-oiling:

| | | | |
|---|---|---|---|
| 2,100 cu. yds. | Placing aggregates - - - - - | at $2.00 | $ 4,200 |
| 175 tons | Furnishing & placing asphalt | at 35.00 | 6,037 |
| | | | $10,237 |

Plant-mix patching by state forces:

| | | | |
|---|---|---|---|
| 4,000 tons | Mixing & placing asph. conc. | at $6.50 | $26,000 |

December 15, 1943

As contract for the production of the required aggregates should be let within the next few weeks, early instruction with reference to the matters mentioned herein will be appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc to R. A. Collier
F. D. Mason

RECEIVED
SEP 21 1943
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-NF 13

September 14, 1943

NOTED
State Highway Engineer

REFERRED TO
Probert
By Chief Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of August 16 regarding certified Oregon project DA-NF 13, Tillamook Air Station Access Road.

It had been the intention to use this $49,000 fund for a major contract repair job. It appears that your suggestion of delaying this major restoration until the completion of hauling to the airport has considerable merit. Under this plan it should be understood, however, that the "ordinary" maintenance to keep the road in passable condition is not properly chargeable against this Federal fund. This work is considered to be a State rather than a Federal responsibility.

However, if you consider a portion of the repair work you are now doing as "extraordinary", you should submit P.S.& E. with agreement estimate. The P.S.& E. may consist of additional copies of the project statement sketch map showing existing roadbed sections and a section showing a typical repair. If quantities are available or can be readily determined, they should be shown in the estimate. If not, we will recommend an estimate showing estimated costs per mile for the three units. These P.S.& E. can be recommended for approval with request that actual preparation of agreement be withheld pending decision as to the necessity for the above mentioned major contract repair job and the amount of Federal funds that will be required therefor.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
SEP 15 1943
OREGON
STATE HIGHWAY COMMISSION

Copy sent to Mr. Probert

attached to Mr. Probert's copy of [illegible])

RECEIVED
AUG 1 9 1943
FOR FILING

DA-WR 13

August 16, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In response to your communication of August 7, with specific reference to Oregon DA-WR 13, in which you advise that the sum of $49,060.00 has been allotted to this project, please be advised the work is still under way and the damage is still going on. We are maintaining the road the best we can and are keeping a record of the extraordinary expense necessitated by the concentration of weight resulting from the hauling of gravel materials from Garibaldi to Tillamook in the building of the Air Base.

Permit me to suggest that we continue to do the best we can in the way of maintenance until the airport job is completed, after which we again survey the situation, determine the proper means of restoring the highway to its original condition and perform the work by contract. After we have agreed upon the amount of such work as would constitute the restoration in kind with relation to any betterments that the plan may involve, we can then agree upon the specific amount resulting from the damage after the bids have been received.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HH
cc Mr. S. H. Probert

Mr. Probert:
See me about these two letters.

(Letters of Aug. 7 & 10 from Mr. Lynch attached to Mr. Probert's copy of this letter)

9-4212 Bend-Lava Butte Rock Production 1944
The Dalles-Calif.& Central Ore. Hwys.

#2677

RECEIVED
AUG [illegible] 1944
FOR FILING

9-4212

August 17, 1944

Continental Casualty Company
C. A. Tomassene, Agent
Wilcox Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2677 for work on the Bend-Lava Butte Rock Production Project on The Dalles-California and Central Oregon Highways, in Deschutes County, has been completed by the contractor, A. C. Suhre, and that final payment in the amount of $751.92 will be made on or after August 28, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $15,866.24 of which amount $62.23 represents the amount of force account items. This contract was completed on July 31, 1944 but has not yet been accepted by the Commission.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

Noted
V. [illegible].

1944
FOR FILING

9-4212

August 8, 1944

Continental Casualty Company
C. A. Tomassene, Agent
Wilcox Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. C. Suhre, on Contract No. 2677, covering the Bend-Lava Butte Rock Production Project on The Dalles-California and Central Oregon Highways in Deschutes County. This payment, in the amount of $3,122.25, will be made on or after August 18, 1944. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

Form R-1—5M—6-43

9-4212

## OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug 5,1944, 19

Section Bend-Lava Butte

Kind of work Rock Production

Highway The Dalles Cal. & Central Oregon

Section prefix 9-4212

Contractor A.C.Suhre

Contract number 2677

Date of contract March 28,1944, 19

Date of completion August 31,1944, 19

Date work started April 4,1944, 19

Estimated date of completion, 19

Amount of contract $ 15696.

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering E.W.O. 100. Semi-final $ 15824.86

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 498., 3.17 %

Date project was completed July 31,1944, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on this project began on the 4th of April and the last of the stockpiles were completed on July 31. All of the material was crushed at the contractors plant site at Tumalo, and all of it was taken from his own pit.

The plant operated for 80 days on this contract, in addition the contractor screened out a small amount of coarse and fine aggregate for local sales.

Semi-final estimate submitted to Division office August 4,1944.

Final Report

RECEIVED
AUG 7 - 1944

Signed A A Gossen

Address 1230-Wall St. BEND, Ore.

NOTED
E. M.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | 1.5 Central Oregon<br>14.1 The Dalles Cal | | |
| Miles partially completed | | | | | |
| Miles completed | | | 15.6 | | |
| Total estimated quantities | | | 4800 | | |
| Estimated quantities moved or placed to date | | | 4830 | | |
| Average daily quantities | | | 60 | 80 days crushing | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | 1 | | |
| Hours per shift | | | 8 | | |
| Average force on project for week | | | 3 | | |

Percentages of men employed on contract to be secured from:

.......... County, ....%; .......... County, ....%; .......... County, ....%; .......... County, ....%.

| | NUMBER USED AND SECURED FROM * | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | 2 | | | | | 1 | 3 |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants 1

Compressors .........., Bulldozers .........., Sheep-foot rollers .......... Truck 1 Drag line 1 . . . . . .........., . . . . . ..........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair | | |
| Monday | | | Contractor completed contract July 1,1944 |
| Tuesday | all | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | week | | |
| Saturday | | | |

STATE PRINTING DEPT.

RECEIVED
APR 18 1944
FOR FILING

9-4212

April 17, 1944

Mr. A. C. Suhre
R. 2, Box 109
Bend, Oregon

Dear Sir:

We are sending you today a fully executed copy of contract No. 2677 which was awarded to you on March 28, 1944 by the State Highway Commission, covering Bend-Lava Butte Rock Production Project on The Dalles-California Highway in Deschutes County.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

RECEIVED
MAR 30 1944
FOR FILING

9-4212

March 29, 1944

Mr. A. C. Suhre
Rt. 2, Box 109
Bend, Oregon

Dear Mr. Suhre:

We are sending you today four copies of contract No. 2677, which was awarded to you by the State Highway Commission on March 28, 1944, covering the Bend-Lava Butte Rock Production Project on The Dalles-California and Central Oregon Highways in Deschutes County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBC:df

RECEIVED
MAR 30 1944
FOR FILING

9-4212

March 28, 1944.

Mr. A. C. Suhre
Rte. 2, Box 109
Bend, Oregon

Dear Sir:

The State Highway Commission on March 28, 1944, awarded you the contract for the Bend-Lava Butte Rock Production Project on The Dalles-California and Central Oregon Highways in Deschutes County. This award was based on your low bid of $15,606.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

LK

cc - S. H. Probert

C. E. Paxson

13-4208 Juniper Ridge-Alkali Lake Rock Prod.
Lakeview-Burns Highway 1944
#2678

RECEIVED
1944
FOR FILING

13-4288

September 21, 1944

Continental Casualty Co.,
Mansfield & Company, Agents,
302 Lewis Building,
Portland 4, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2678, covering Rock Production Project on the Juniper Ridge-Alkali Lake Section in Harney and Lake Counties, has been completed by the contractor, T. W. Thomas, and that final payment in the amount of $735.15 will be made on or after October 2, 1944.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumed no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $18,131.33, and that no force account work was performed therein. This contract was completed on September 2, 1944 and accepted by the Commission on September 12, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION.

HBG/jeo

Form E-1—5M—8-43

## OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 16,1944, 19

Section Juniper Ridge - Alkali Lake

Kind of work Rock Production

Highway Lakeview-Bur ns

Section prefix 13-4208

Contractor T.W.Thomas

Contract number 2678

Date of contract March 28,1944, 19

Date of completion October 31,1944, 19

Date work started June 29,1944, 19

Estimated date of completion , 19

Amount of contract . . . . . . . $ 17872.00

Per cent of time elapsed %

Purchase Rejects 800.00 - Lump Sum Reduction $878.

Estimated cost of completed project, exclusive of engineering . . . . . . . Semi Final . $ 18146.18

Per cent of contract completed, based on total contract price . . . . . . . . . . . . . . . 100 %

Engineering cost to date, $ 425., 2.34 %

Date project was completed September 2,1944, 19

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor started the stripping of the gravel pit on June 29 and ~~started and~~ hauling material for the bunkers and plant setup, before the completion of his Valley Falls project. Starting the week of July17-22 in earnest on plant erection. Crushing of material started on Thursday July 27 and continued regularly until the completion date. The gravel pit used as the source worked out nicely. There is about a two foot overburden to remove to uncover a 16 foot showing of easily handled gravel material. This contractor used a drag line to bring the material to the crusher. It was noted that the it was only necessary to change the haul line over twice to get out the material as the gravel flowed feely into the drag line.

Crushing was completed on August 24, finishing of piles on September 2, and the final cleanup on September 5. Semifinal estimate submitted to Division office on September 11.

Final Report.

RECEIVED
SEP 18 1944

NOTED
E. [illegible]

Signed AA Fossen

Address 1290-Wall St. BEND, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

RECEIVED
1944
FOR FILING

13-4208

September 15, 1944

Continental Casualty Company
Mansfield & Company, Agents
302 Lewis Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to T. W. Thomas, on contract No. 2678, covering the Juniper Ridge-Alkali Lake Rock Production Project, in Harney and Lake Counties. This payment, in the amount of $8,123.93, will be made on or after September 25, 1944. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer, Secretary

By

RECEIVED
APR 14 1944
FOR FILING

13-4203

April 13, 1944

Mr. T. W. Thomas
Imperial Hotel
Portland 5, Oregon

Dear Mr. Thomas:

We are sending you today by express a fully executed copy of contract No. 2678 which was awarded to you on March 28, 1944 by the State Highway Commission covering the Juniper Ridge-Alkali Lake Rock Production Project on the Lakeview-Burns Highway, in Harney and Lake Counties. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AG

RECEIVED
MAR 31 1944

13-4208

March 30, 1944

Mr. T. W. Thomas
Imperial Hotel
Portland 5, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2678, which was awarded to you by the State Highway Commission on March 28, 1944, covering the Juniper Ridge-Alkali Lake Rock Production Project on the Lakeview-Burns Highway in Harney and Lake Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

DW
noted

RECEIVED
MAR 29 1944
[illegible]

13-4208

March 29, 1944

Mr. T. W. Thomas
Imperial Hotel
Portland 5, Oregon

Dear Sir:

The State Highway Commission on March 28, 1944, awarded you the contracts for Juniper Ridge-Alkali Lake Rock Production Project on the Lakeview-Burns Highway in Harney and Lake Counties, and Valley Falls Rock Production Project on the Fremont and Lakeview-Burns Highways in Lake County on the basis of your bid, including the $2000.00 lump sum reduction.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

LK

cc - S. H. Probert

C. S. Paxson

18-4215 Beaver Marsh-Fort Klamath Rock Prod.
The Dalles-Calif. Highway 1944

#2679

RECEIVED

FOR FILING

18-4215

October 17, 1944

General Casualty Company of America
Dooly and Company
Board of Trade Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2679 for furnishing 11,200 cubic yards crushed rock in stockpiles on the Beaver Marsh-Fort Klamath Section of The Dalles-California Highway, in Klamath County, has been completed by the contractor, Babler and Conley, and that final payment in the amount of $1,943.31 will be made on or after October 27, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $44,114.04 and that no force account work was performed therein. This contract was completed on September 18, 1944 but has not yet been accepted by the Commission. However, we anticipate that it will be accepted at the Commission meeting on October 24, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

VH

RECEIVED
1944
FOR FILING

18-4215

September 28, 1944

General Casualty Company of America,
Dooly & Company, Agents,
Board of Trade Building,
Portland 4, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Babler & Conley, Portland, Oregon, on Contract No. 2679, covering the furnishing of rock in stock piles on the Beaver Marsh-Fort Klamath Section of The Dalles-California Highway in Klamath County. This payment in the amount of $11,299.23, will be made on or after October 9, 1944. The retained percentage is $1,304.25.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

HBG/jeo

Form E-1—5M—8-41

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

*For Week Ending* September 23 1944, 19

*Section* Beaver Marsh - Fort Klamath

*Kind of work* Rock Production

*Highway* The Dalles - California

*Section prefix* 18-4215

*Contractor* Babler & Conley

*Contract number* 2679

*Date of contract* March 28 1944, 19

*Date of completion* September 30 1944, 19

*Date work started* August 1 1944, 19

*Estimated date of completion* September 18 1944, 19

*Amount of contract* . . . . . . $ 42975.00

*Per cent of time elapsed* 93.5 %

*Estimated cost of completed project, exclusive of engineering* . . . . . . . . . . . . . . . . $ 43475.00

*Per cent of contract completed, based on total contract price* . . . . . . . . . . . . . . . . 100 %

*Engineering cost to date,* $ 740.50, 1.7 %

*Date project was completed* September 18 1944, 19

*General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:*

Work on this project was completed last Monday - September 18th - and all data pertaining to same are being forwarded from this office today - September 23rd.

Immediately upon completion of the crushing operations, the contractor started to tearing down the plant and moving it to Lakeview - where he has a crushing job to do for the Navy.

At present writing, nearly all of the cleanup has been made and equipment moved from the job. That is expected to be completed during the fore part of next week.

This is the final weekly report on the project.

RECEIVED
SEP 24 1944

NOTED
E. M. D

*Signed*

*Address* Klamath Falls Oregon

**Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file**

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.................... County, ......%; .................... County, ......%; .................... County, ......%; .................... County, ......%;

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| .................... | | | | | | | |

Equipment used during week: Shovels ..........., Power graders ..........., Rollers ..........., Mixers ..........., Crushing or screening plants ...........

Compressors ..........., Bulldozers ..........., Sheet-foot rollers ..........., . . . . . . ..........., . . . . . . ..........., . . . . . . ...........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

STATE PRINTING DEPT.

RECEIVED
APR 14 1944
FOR

18-6215

April 13, 1944

Babler and Conley
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2679 which was awarded to you on March 28, 1944 by the State Highway Commission, covering the Beaver Marsh-Fort Klamath Rock Production Project on The Dalles-California Highway in Klamath County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]:df

RECEIVED
MAR 31 1944
FOR FILING

[illegible]

March 30, 1944

Babler and Conley
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2679, which was awarded to you by the State Highway Commission on March 28, 1944, covering the Beaver Marsh-Fort Klamath Rock Production Project on The Dalles-California Highway in Klamath County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

Noted

RECEIVED
MAR 3[illegible] 1944
FOR FILING

18-4215

March 28, 1944

Babler & Conley
4617 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

The State Highway Commission on March 28, 1944 awarded you the contract for the Beaver Marsh-Fort Klamath Dust Prevention Project on The Dalles-California Highway in Klamath County. This award was based on your low bid of $42,[illegible], submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

LK

cc - E. H. Probert

G. S. Paxson

19-4206 Valley Falls Rock Production
Fremont & Lakeview-Burns Hwys. 1944

#2680

RECEIVED
AUG [illegible] 1944
FOR FILING

19-4206

August 8, 1944

Continental Casualty Company
Mansfield & Company, Agents
302 Lewis Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway Contract No. 2680 for work on the Valley Falls Rock Production Project on the Fremont and Lakeview-Burns Highways, in Lake County, has been completed by the contractor, T. W. Thomas, and that final payment in the amount of $738.74 will be made as soon as the State Highway Commission has accepted the contract.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $23,708.52 and that no force account work was performed therein. This contract was completed on July 18, 1944 but has not yet been accepted by the Commission although I anticipate the Commission will take formal action at its next regular meeting.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

Form E-1—5M—6-43

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 22,1944, 19

Section Valley Falls

Highway Fremont and Lakeview-Burns

Contractor T.W.Thomas

Date of contract March 28,1944, 19

Date work started April 11,1944, 19

Amount of contract . . . . . . . . $ 22638.

Set up for rejects purchase 800.

Kind of work Rock Production

Section prefix 19-4206

Contract number 2680

Date of completion October 31,1944, 19

[illegible] date of completion July 18,1944, 19

Per cent of time elapsed 113/218 51.9 %

Estimated cost of completed project, exclusive of engineering . . . . . . Semi-final . . . $ 23719.78

Per cent of contract completed, based on total contract price . . . . . . . . . . . . . . %

Engineering cost to date, $ 750., 3.17 %

Date project was completed July 18,1944, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed the project except for the cleaning up of site on Tuesday and our final remeasurements were taken on Wednesday.

This project was started on April 11 and setting up work continued from that date until May 15. Crushing operations started on May 15 and continued until Sunday July 9. Actual crushing time was 42 days, the balance of the time the plant was idle on account of rain, holidays and repairs to set up.

Semi-final estimate submitted to Division office on July ~~18~~ 21,1944.

Final Report.

RECEIVED
JUL 24 1944

NOTED
E. M.

Signed A A Fossen

Address 1290-Wall St. BEND, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | 5.75 Lakeview-Burns<br>14.24 Fremont | | |
| Miles partially completed | | | | | |
| Miles completed | | | 20 | | |
| Total estimated quantities | | | 10000 | | |
| Estimated quantities moved or placed to date | | | 10137.7 | | |
| Average daily quantities | | | 241.4 | 42 days run | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | 1 | | |
| Hours per shift | | | 9 | | |
| Average force on project for week | | | 3 | | |

Percentages of men employed on contract to be secured from:

............ County, ....%; ............ County, ....%; ............ County, ....%; ............ County, ....%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | 2 | | | | | 1 | 3 |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ........., Power graders ........., Rollers ........., Mixers ........., Crushing or screening plants .........

Compressors ........., Bulldozers ........., Sheep-foot rollers ......... Trucks 2 . . . ........., . . . . . . ........., . . . . . . .........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair | | Tearing down setup and finishing stockpile 3 days. |
| Monday | Fair | | |
| Tuesday | Fair AM Showers PM | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

STATE PRINTING DEPT.

RECEIVED
JUL 27 1944
FOR FILING

19-4206

July 26, 1944

Continental Casualty Company
Mansfield & Company
302 Lewis Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to T. W. Thomas, on Contract No. 2680, covering the Valley Falls Rock Production on the Fremont and Lakeview-Burns Highways in Lake County. This payment, in the amount of $1772.43, will be made on or after August 5, 1944. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Ass't to Secretary

VN

RECEIVED
APR 14 1944

19-4206

April 13, 1944

Mr. T. W. Thomas
Imperial Hotel
Portland 5, Oregon

Dear Mr. Thomas:

We are sending you today by express a fully executed copy of contract No. 2680 which was awarded to you on March 28, 1944 by the State Highway Commission covering the Valley Falls Rock Production Project on the Fremont and Lakeview-Burns Highways, in Lake County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AG

RECEIVED
MAR 31 1944
FOR FILES

19-46-6

March 30, 1944

Mr. T. W. Thomas
Imperial Hotel
Portland 5, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2680, which was awarded to you by the State Highway Commission on March 28, 1944, covering the Valley Falls Rock Production Project on the Fremont and Lakeview-Burns Highways in Lake County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:df

noted

RECEIVED
MAR 31 1944
FOR FILING

19-4006

March 29, 1944

COPY

Mr. T. W. Thomas
Imperial Hotel
Portland 5, Oregon

Dear Sir:

The State Highway Commission on March 29, 1944, awarded you the contracts for Juniper Ridge-Alkali Lake Rock Production Project on the Lakeview-Burns Highway in Harney and Lake Counties, and Valley Falls Rock Production Project on the Fremont and Lakeview-Burns Highways in Lake County on the basis of your bid, including the $2000.00 lump sum reduction.

Contract forms will be sent to you for execution wihtin a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

LK

cc - S. H. Probert
G. S. Paxson

122-4205 Crabtree Corner-Crabtree Creek Sec.
Albany-Lyons Secondary Hwy. 1944

#2681

122-4205

August 8, 1944

United States Fidelity and Guaranty Co.
Beulah Spalding, Agent
1112 Bedell Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway Contract No. 2681 for work on the Crabtree Corner-Crabtree Creek Section of the Albany-Lyons Secondary Highway in Linn County has been completed by the contractor, Warren Northwest, Inc., and that final payment in the amount of $2,658.13 will be made as soon as the State Highway Commission has accepted the contract.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $59,798.16 of which amount $890.91 represents the amount of force account items. This contract was completed on July 20, 1944 but has not yet been accepted by the Commission although I anticipate the Commission will take formal action at its next regular meeting.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

RECEIVED
[illegible] 1944
FOR FILING

122-4805

July 31, 1944

Beulah Spalding, Agent,
United States Fidelity & Guaranty Co.,
1112 Bedell Building,
Portland 4, Oregon.

Dear Madam:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Warren Northwest, Inc., on Contract No. 2681, covering the paving of Crabtree Corner-Crabtree Creek, Albany-Lyons Secondary Highway in Linn County. This payment in the amount of $5878.66 will be made on or after August 10, 1944. The retained percentage is $1767.22

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/jeo

RECEIVED
JUL 31 1944
DIVISION ENGINEER

Form E-1—5M—6-43

122-4205

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 29, 1944

Section Crabtree Cor. - Crabtree Creek

Kind of work Paving

Highway Albany - Lyons

Section prefix 122-4205

Contractor Warren Northwest Inc.

Contract number 2681

Date of contract March 3, 1944

Date of completion Aug. 31, 1944

Date work started April 28, 1944

Estimated date of completion Aug. 1, 1944

Amount of contract $ 57,975.00

Per cent of time elapsed 77 %

Estimated cost of completed project, exclusive of engineering $ 60,000.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1850.00, 3.19 %

Date project was completed July 20, 1944

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Sent in the Semi-Final Estimate on Thursday the 27th.

All items on the contract were within the 10% of the original estimate.

RECEIVED
JUL 31 1944
DIVISION ENGINEER

NOTED
E. M.

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  |  |  |
| Total estimated quantities |  |  |  |  |  |
| Estimated quantities moved or placed to date |  |  |  |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Percentages of men employed on contract to be secured from:

.............................. County, .....%; .............................. County, .....%; .............................. County, .....%; .............................. County, .....%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ............

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . . ............, . . . . . ............, . . . . . ............

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday |  |  |  |
| Monday |  |  |  |
| Tuesday |  |  |  |
| Wednesday |  |  |  |
| Thursday |  |  |  |
| Friday |  |  |  |
| Saturday |  |  |  |

STATE PRINTING DEPT.

RECEIVED
APR 14 1944
FOR FILING

122-J205

April 13, 1944

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are sending you today a fully executed copy of contract No. 2631 which was awarded to you on March 28, 1944 by the State Highway Commission, covering paving on the Crabtree Corner-Crabtree Creek Section of the Albany-Lyons Secondary Highway in Linn County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

DV

RECEIVED
MAR 31 1944
FOR FILING

122-4285

March 30, 1944

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are sending you today four copies of contract No. 2681, which was awarded to you by the State Highway Commission on March 28, 1944, covering paving on the Crabtree Corner-Crabtree Creek Section of the Albany-Lyons Secondary Highway in Linn County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:df

Noted

RECEIVED
MAR 29 1944
[illegible]

122-4205

March 29, 1944

Warren Northwest, Inc.
P. O. Box 8072
Portland 12, Oregon

Gentlemen:

The State Highway Commission on March 28, 1944 awarded you the contract for the Crabtree Corner-Crabtree Creek Section of the Albany-Lyons Secondary Highway in Linn County. This award was based on your low bid of $67,975.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

LK

cc - C. H. Probert

G. S. Paxson

123-4210 Owyhee River-McDermitt Section
I.O.N. Highway 1944

#2682

RECEIVED
[illegible]
FOR FILING

123-4210

2682

**OREGON STATE HIGHWAY COMMISSION**
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
July 11, 1944

SUBJECT: Re: Transcript of Payroll
123-4210

2682

To:

Mr. S. H. Probert
Office Engineer
Salem, Oregon

Dear Sir:

Will it be necessary for the contractor on the Owyhee River-McDermitt Project, Prefix 123-4210 to submit transcript of payroll?

Very truly yours,

PAUL VAN SCOY
Division Engineer

By
C. D. Cannon
Office Engineer

CDC/fh
cc F. Soling

2682

RECEIVED
NOV 16 1944
FOR FILING

NOTED
H. B. GLAISYER

123-4210

November 10, 1944

2682

Mr. J. H. Stemmar
United Pacific Insurance Co.
627 Board of Trade Building
Portland, Oregon

RE: W. E. Storm Claim
$345.60

Dear Mr. Stemmar:

The claim filed with the Oregon State Highway Commission by Mr. Storm was mailed to the Commission at the same time his statement was mailed to us. Mr. Storm did not present his statement to us at any time prior to this, or make any effort to check with our Field Office at Jordan Valley in regard to his total earnings. I have contacted our office at Jordan Valley and find that the man has merely decided he had the earnings due as set forth in his statement and then filed the claim as such. Since receiving his statement, I have received all time tickets covering the operations of his trucks on our work, and the actual balance due him, including all deductions, is $83.46.

I am satisfied with the information received from our Field Office at Jordan Valley that all earnings are stated on the attached statement and equipment list, which has been mailed to Mr. Storm. I am also attaching statement rendered by Mr. Storm for comparison with the recap of our statement mailed to him. Our Jofdan Valley office informs us that he has not contacted them in regard to the account, and furthermore, has never contacted them for payment.

We do not have any jurisdiction over the whims of such type of men, and if he had checked with our superintendent, or made any effort to enter his claim for payment with our Field Office, there would have been some settlement. It has always been our policy to pay just claims, but we are not in the habit of paying claims as rendered by Mr. Storm without being verified by men in charge of our operations.

RECEIVED
NOV 1[illegible] 1944
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
11/15 720

Please be advised that we are certainly not going to pay this statement as rendered by Mr. Storm, and if necessary, we will take it to court for settlement.

Yours very truly,

RUSSELL OLSON CONSTRUCTION CO.

W. G. Brown

W. G. Brown, Office Manager

WGB/rw

cc H. B. Glaisyer
Oregon State Highway Comm.

RECEIVED
NOV 1 1944
OREGON
STATE HIGHWAY COMMISSION

CEIVED
NOV 6 - 1944
OR FILING

123 -4210

11-4-44

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: Mrs. Karen Carter

Gentlemen:

This letter is to inform you that the Oregon State Highway Commission has just received a letter from W. E. Storm, 707 East Commercial Street, Weiser, Idaho, advising of his claim against Contractor Russell Olson, being for rental of trucks which he alleges were used by Mr. Olson in connection with the contract with the Oregon State Highway Commission for the reoiling of the Owyhee River-McDermitt Section of the I.O.N. Highway in Malheur County, being contract No. 2682. The claim is in the amount of $345.60.

This information is given you as you appear as surety on the bond furnished by Mr. Olson in connection with this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FEC:vbh

cc - Mr. Russel Olson
Box 390
Hayward, California

Noted
V.H. 11/4/44

RECEIVED
NOV 6 - 1944
FOR FILING

123-42-10

11-4-44

#2682

Mr. W. S. Storm
707 East Commercial St.
Weiser, Idaho

Dear Sir:

This acknowledges receipt of your letter of October 28, 1944, enclosing a statement of your claim against Russell Olson, contractor, who performed certain highway construction for the State Highway Commission on the I.O.N. Highway in the vicinity of Jordan Valley. I note the amount of your claim is $345.60 and your request that this amount be held by the Highway Commission out of moneys due Mr. Olson pending settlement of your claim.

I regret to inform you that we cannot do what you ask as it is contrary to the policy of the Highway Commission to withhold money due the contractor for payment of claims which the Commission knows nothing about. We do not question the legitimacy of your claim, but it is simply a case of being cautious with public funds that are held in trust for payment in connection with public works.

You do not state the particular project on which your claim was incurred, but we assume that it was in connection with Mr. Olson's contract for reoiling the Owyhee River-McDermitt Section of the I.O.N. Highway, State Highway Commission Contract No. 2682. Such being the case; the Highway Commission offers you the bond furnished by Mr. Olson in connection with this job to guarantee satisfactory completion of the project and payment of claims incurred against the work. This bond is in the amount of $40,338 and was written by the United Pacific Insurance Company; Mrs. Karen Carter is resident agent with offices in Room 627, Board of Trade Building, Portland 4, Oregon. I would suggest that you file notice of your claim with the bonding company, who, I am sure, will see that it is properly investigated. I would suggest also that you file notice of your claim with the Secretary of State of the State of Oregon in conformity with the provisions of section 67-1101, Oregon Code 1930, a mimeographed copy of which I am enclosing for your ready information. The form in which the claim is to be submitted to the Secretary of State is substantially as indicated in this law. By filing your claim with the Secretary of State prior to the expiration of a period of six months from date of completion of the contract and formal acceptance of the contract by the Highway Commission, you may hold the bonding company responsible and liable for the claim for an extended period of time. If the claim is not filed with the Secretary of State, then the bonding company is automatically relieved of its obligation under the bond when the six-months period abovementioned expires.

Our records reveal that this contract was completed by Mr. Olson on August 5, 1944, and that it was accepted by the State Highway Commission on September 12, 1944, so you will have until about the middle of March, 1945, in which to file your claim. Our records also disclose that the Highway Commission has made final settlement with Mr. Olson for this work, final warrant having been mailed to him on September 19, 1944.

Trusting that you are successful in obtaining satisfactory settlement with Mr. Olson, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBO:vbh

Noted
V.H., 11/4/44

Oregon State Highway Commission,
Salem Oregon.

707 East Comm St.
Weiser, Idaho.

Oct 28th 1944.

Gentlemen.

Enclosed is a copy of a letter I have written to Russell Olson Co of Hayward, California, regarding the payment for Rental on my Trucks, used on their contract at Jordon Valley.

I am filing this with your office as a Claim against any moneys due or that may become due the Olson Co, and ask that an ammount, covering my claim of$345.60, be withheld until my claim is settled satisfactorily.

Yours very truly.

WC Storm

RECEIVED
NOV 1 - 1944
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

NOTE TO Surety
DATE 11-1-44

---

Ford Truck hauling 1.500 gal tank Road oil.
Aug 10 to Sept 14th 1944.

| | |
|---|---|
| 82 hours at $3.50. per hr | $287.00 |
| | $504.00 |
| less drivers wages. | |
| 144 hours at $1.10. per hour | $158.40. |
| Bal | $345.60. |

Above account subject to deduction for Gas and Oil furnished by your company.

Russell Olsen Const Co.
Jorden Valley, Oregon.

707 East Commercial St
Weiser, Idaho.

Oct 28th 1944.

Gentlemen,

So far, I have not received the itemized statement of my account that you agreed to mail to me, nor any payment due me for rental on my Trucks, which were used on your Road Oiling Contract with the Oregon State Highway Commission, between Jorden Valley and Oregon.

I have mailed a Copy of this letter and Claim to the Oregon State Highway Commission, Salem, Ore and one to your office at Hayward, California.

Yours very truly
W. C. Stern

International Truck hauling 1500 gal water,
Aug 8th to Aug 11th 1944.

| | |
|---|---|
| 62hours at $3.50 per hr | $217.00 |
| Ford Truck hauling 1050 gal tank Road oil.<br>Aug 10 to Sept 14th 1944. 82 hours at $3.50. per hr | $287.00 |
| | $504.00 |
| less drivers wages. | |
| 144 hours at $1.10. per hour | $158.40. |
| Bal | $345.60. |

Above account subject to deduction for Gas and Oil furnished by your company.

RECEIVED
AUG 21 1944
FOR FILING

123-4210

August 18, 1944

United Pacific Insurance Company
Karen Carter, Agent
627 Board of Trade Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2682 for work on the Owyhee River-McDermitt Section of the I. O. N. Highway in Malheur County has been completed by the contractor, Russell Olson, and that final payment in the amount of $1,209.31 will be made on or after August 28, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $40,310.32 and that no force account work was performed therein. This contract was completed on August 5, 1944 but has not yet been accepted by the Commission.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

Noted
V. H.

RECEIVED
AUG 1[illegible] 1944
FOR FILING

123-4210

August 17, 1944

United Pacific Insurance Company
Karen Carter, Agent
627 Board of Trade Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Russell Olson, on contract No. 2682, covering 33.44 miles reoiling on the Owyhee River-McDermitt Section of the I. O. N. Highway in Malheur County. This payment, in the amount of $39,101.01, will be made on or after August 28, 1944. The retained percentage is $1,209.31.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

Noted
V. H

Form E-1—5M—6-43

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 5, 1944

Section Owyhee River-McDermitt

Kind of work Type 0-30 Oiling

Highway I.O.N.

Section prefix 123-4210

Contractor Russell Olson

Contract number 2682

Date of contract March 28, 1944

Date of completion August 5, 1944

Date work started July 5, 1944

Estimated date of completion , 19

Amount of contract $ 40,338.00

Per cent of time elapsed 93 %

Estimated cost of completed project, exclusive of engineering $ 40,338.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1300.00, 3.2 %

Date project was completed August 5, 1944

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor completed shotting oil on Monday. The remainder of the week was spent putting on ¼"-0", maintaining road and moving equipment from McDermitt to Rome.

The Semi-Final estimate and records for this contract will be sent in next week.

RECEIVED
AUG 7 - 1944

NOTED
E. G. S.

NOTED
E. M. [illegible]

Signed Res. Engr.

Address Jordan Valley, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | 34.94 | |
| Miles partially completed | | | | | |
| Miles completed | | | | 34.94 | |
| Total estimated quantities | | | | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | 1 | |
| Hours per shift | | | | 10 | |
| Average force on project for week | | | | 28 | |

Percentages of men employed on contract to be secured from:

........ County, ....%; ........ County, ....%; ........ County, ....%; ........ County, ....%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | 15 | | | | | 8 | 23 |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | 5 | | | | | | 5 |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | 28 |

Equipment used during week: Shovels 1, Power graders 2, Rollers 2, Mixers ........, Crushing or screening plants ........

Compressors ........, Bulldozers ........, Sheep-foot rollers 4-Tenders, 1 Retort & Boiler, ........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Warm | | |
| Monday | " | | |
| Tuesday | " | | |
| Wednesday | " | | |
| Thursday | " | | |
| Friday | " | | |
| Saturday | " | | |

RECEIVED
MAY 19 1944

Charge to the account of ____________ File

| CLASS OF SERVICE DESIRED | |
|---|---|
| DOMESTIC | CABLE |
| TELEGRAM ☒ | ORDINARY ☐ |
| DAY LETTER ☐ | URGENT RATE ☐ |
| SERIAL ☐ | DEFERRED ☐ |
| OVERNIGHT TELEGRAM ☐ | NIGHT LETTER ☐ |
| SPECIAL SERVICE ☐ | SHIP RADIOGRAM ☐ |

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

# WESTERN UNION

1217

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

| |
|---|
| CHECK |
| |
| ACCOUNTING INFORMATION |
| |
| TIME FILED |
| |

*Send the following telegram, subject to the terms on back hereof, which are hereby agreed to*

**WANT A REPLY?**
"Answer by WESTERN UNION" or similar phrases may be included without charge.

123-4210
Contract 2682

SALEM OREGON
MAY 18 1944

RUSSELL OLSON
BANK OF COMMERCE BUILDING
HAYWARD CALIFORNIA

PRIORITY RATING AA 2 PURSUANT TO CMP REGULATION NO 5 APPLIES TO MAINTENANCE REPAIR AND OPERATING SUPPLIES REQUIRED IN THE CONSTRUCTION OF CONTRACT TWENTY SIX EIGHTY TWO

R H BALDOCK

(Mr. Clymer has telegram which this answers)

RECEIVED
APR 14 1944
FOR FILING

123-4210

April 13, 1944

Mr. Russell Olsen
P. O. Box 390
Hayward, California

Dear Mr. Olsen:

We are sending you today by parcel post a fully executed copy of contract No. 2682, which was awarded to you on March 28, 1944 by the State Highway Commission covering the reoiling of the Owyhee River-McDermitt Section of the I.O.N. Highway, in Malheur County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

RECEIVED
MAR 31 1944
FOR FILING

123-4210

March 30, 1944

Mr. Russell Olson
P. O. Box 390
Hayward, California

Dear Mr. Olson:

We are sending you today four copies of contract No. 2682, which was awarded to you by the State Highway Commission on March 28, 1944, covering reoiling on the Owyhee River-McDermitt Section of the I. O. N. Highway in Malheur County, Oregon.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DF

Noted

W

RECEIVED
MAR 29 1944
FOR FILING

123-4210

March 29, 1944

Mr. Russell Olson
P. O. Box 390
Hayward, California

Dear Sir:

The State Highway Commission on March 28, 1944 awarded you the contract for the Owyhee River-McDermitt Section of the I. O. N. Highway in Malheur County. This award was based on your low bid of $40,388.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

LK

cc - S. H. Probert

G. S. Paxson

30-4207 Meacham-La Grande Rock Prod.
Old Oregon Trail 1944

#683

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FOR FILING

30-4207

RECEIVED
22 1944

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 21, 1944

SUBJECT: Meacham-La Grande Rock Production
Contract #2683

To: Mr. H. G. Smith
Construction Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter dated November 18th in regard to the claim of the Western Rock Company in connection with their Meacham-La Grande Rock Production Contract #2683.

I enclose a sketch tracing which shows the boundaries of the State-owned pit at Mile Post 279.47 and also the boundaries of the excavated portion. I also enclose a letter from Mr. Chidsey which explains the contractor's operations.

When this contract was advertised, we mentioned that gravel could be obtained from this pit at Mile Post 279.47. It was not a first class pit, for the shape was such that it was difficult to operate and also, there was insufficient room for the plant set-up. However, we believed that a sufficient amount of gravel could be obtained for the contract if the contractor could obtain room outside of our holdings for his plant set-up.

When Duffy Reed, operator for the Western Rock Company, moved in, he tried to obtain a gravel pit about 1500 feet up the river from the State pit. This source was controlled by the U.S. Forest Service, and they would not permit Mr. Reed to use the material. The Forest Service was willing that we obtain a permit for Mr. Reed, but I did not care to assume the responsibility. The river has been dyked here by the Mt. Emily Logging Company, and the gravel pit proposed by Mr. Reed would destroy the dyke. I assumed that we would be responsible for damage to the railroad grade caused by the first high water after we operated this pit, for this is usually the case in such matters.

After failing to acquire this particular gravel bar, the contractor then planned on crushing quarry rock from a State-owned quarry at Mile Post

FORM E-30 25M 12-40

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 21, 1944

**SUBJECT:** Meacham-La Grande Rock Production
Contract #2683

To: Mr. H. G. Smith
Construction Engineer

Page #2

276.9 and set up a screening plant at our gravel pit at Mile Post 279.4 to obtain the ½" - 1/10" sanding material.

When he started the sand screening, there appeared to be so much over size that the contractor abandoned the quarry idea even after he had completely drilled it for shooting. He then changed his screening plant to a crushing plant and proceeded to operate.

You will note from the sketch that a portion of our pit at the southwest end remains untouched. It was not easy to obtain this material with a bulldozer for the haul was rather excessive, but it could have been obtained with shovel and trucks, or possibly with a carryall. This portion was also covered with willows, and these would have to be cleared.

Instead of working out the gravel at the southwest corner of the State pit, it was a shorter haul and easier to obtain the remaining material from the area northeast of our pit which he had leased from a private owner. I do not know how the basis of payment was made for this private source, but we do know that the contractor paid the owner $300.00 for the use of the land. You will note from the sketch that the claim of longer haul for the contractor was not borne out by the actual operations.

Since writing Western Rock Company on October 21st in regard to this claim, I have had no reason to change my opinion. As the pit was a miserable source to operate, I recommend that we pay the contractor the $300.00 and no more. There are several gravel pits which have been very difficult to work, and we cannot guarantee all of them.

Very truly yours,

Paul VanScoy

PAUL VAN SCOY
Division Engineer

PVS/fh
cc
encl.

FORM E-30 25M 12-43

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 20, 1944

SUBJECT: Meacham-La Grande Project

To:

Mr. Paul Van Scoy
Division Engineer
La Grande, Oregon

L

NOTED
State Highway Engineer

Dear Sir:

The contractor on the Meacham-La Grande Project moved onto the job planning on screening the ½ - 10 materials from the State pit at Mile Post 279.4 and on crushing the maintenance materials from the State quarry at Mile Post 276.9.

He set up his screening plant at the pit at Mile Post 279.4 and started screening gravel. At the same time he was drilling the quarry at Mile Post 276.9. After running the screening plant about a week, he found that his waste material over ½-inch in size was much more than he anticipated, so he tore down his screening plant and moved in the crushing plant. This change required over two weeks time during which time the contractor was hauling in material from property adjacent to the State owned pit and some material from the State owned pit and piling it in front of the crusher so that he could fill the plant with the dozer.

The time lost was not due to any shortage of material but to the contractor's change of plans, for after completion of the contract much of the material hauled to the plant from the adjacent property is still piled in the State pit.

Resurvey of the pit shows approximately the upper 1/5 of the pit untouched. It is my contention that had the contractor used all the available material in the State owned pit, he would have had sufficient material to have completed the job.

The material taken from the adjacent property was closer to the contractor's crusher set-up than the materials in the upper end of the State owned pit.

Very truly yours,

E F Chidsey
E. F. Chidsey
Resident Engineer

EFC/fh

RECEIVED
NOV 16 1944
FOR FILING

30-4207

November 15, 1944

Western Rock Company
P. O. Box 448
Salem, Oregon

Attention: Mr. Carl R. Staats

Gentlemen:

Acknowledging receipt of your communication of November 13, advise that we will give your claim on Contract No. 2683 careful study in the light of the specifications and the records.

It so happens that I am leaving in a few days for a trip back east and will be gone two weeks. At the end of that time, I will call you on the phone and arrange a meeting here in the office to discuss your claim in detail.

Trusting this will be satisfactory, I remain

Very respectfully,

R. H. Baldock
State Highway Engineer

RHB:MI
cc Mr. H. G. Smith

Mr. Smith:
Please analyze this claim.

RECEIVED
SEP 28 1944
FOR FILING

30-4207

September 22, 1944

Hartford Accident & Indemnity Co.
Merrill D. Ohling, Agent
275 State Street
Salem, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2683 for work on the Meacham-La Grande Rock Production Project on the Old Oregon Trail, in Umatilla and Union Counties, has been completed by the contractor, Western Rock Company, and that final payment in the amount of $764.68 is ready to be made.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $20,430.04 and that no force account work was performed therein. This contract was completed on August 26, 1944 but has not yet been accepted by the Commission. However, we anticipate that it will be accepted at the Commission's next meeting on October 23; and if so, we will make final payment immediately thereafter unless you advise us to the contrary.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

RECEIVED
44
FOR FILING

20-4207

September 19, 1944

Hartford Accident & Indemnity Co.,
Merrill D. Ohling, Agent,
275 State Street,
Salem, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the Western Rock Company, on Contract No. 2683, covering the Meacham-LaGrande Rock Production Project on the Old Oregon Trail in Umatilla and Union Counties. This payment, in the amount of $11,407.97, will be made on or after September 29, 1944. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

jes

Form E-1—5M—8-41

No.7 ✓

## OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

*Section* Meacham-LaGrande

*For Week Ending* Aug.19,1944

*Highway* Old Oregon Trail

*Kind of work* Rock Production

*Contractor* Western Rock Company

*Section prefix* 30-4207

*Date of contract* May 7, 1944

*Contract number* 2683

*Date work started* June 22, 1944

*Date of completion* Sept 30, 1944

*Amount of contract* $21,983.00

*Estimated date of completion* Sept.9, 1944

*Per cent of time elapsed* 71 %

*Estimated cost of completed project, exclusive of engineering* $21,983.00

*Per cent of contract completed, based on total contract price* 80 %

*Engineering cost to date, $* 350.00, %

*Date project was completed* , 19

*General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:*

The Contractor expects to finish next week, but it will take him another week to straighten up and finish the stockpiles.

AUG 21 1944

*Signed* E.F.Chidsey By

*Address* LaGrande Ore.

**Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file**

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  | 24.23 |  |  |
| Miles partially completed |  |  | 24.23 |  |  |
| Miles completed |  |  |  |  |  |
| Total estimated quantities |  |  | 8680 |  |  |
| Estimated quantities moved or placed to date |  |  | 6950 |  |  |
| Average daily quantities |  |  | 500 |  |  |
| Average daily quantities necessary to complete project on time |  |  | 41 |  |  |
| Number shifts per day |  |  | 1 |  |  |
| Hours per shift |  |  | 8 |  |  |
| Average force on project for week |  |  | 8 |  |  |

Percentages of men employed on contract to be secured from:

........ County, ....%; ........ County, ....%; ........ County, ....%; ........ County, ....%;

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels ........, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants 1

Compressors ........, Bulldozers 1, Sheet-foot rollers ........, Trucks 4, ........, ........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Weather fair all week |  |  |
| Monday |  |  |  |
| Tuesday |  |  |  |
| Wednesday |  |  |  |
| Thursday |  |  |  |
| Friday |  |  |  |
| Saturday |  |  |  |

STATE PRINTING DEPT.

RECEIVED
JUN 19 1944
FOR FILING

30-4207

June 16, 1944

Western Rock Company
Box 379, Route 4
Salem, Oregon

Gentlemen:

We are enclosing a fully executed copy of Contract No. 2683 which was awarded to you on May 10, 1944 by the State Highway Commission, covering Meacham-LaGrande Section, Old Oregon Trail, Rock Production Project in Umatilla and Union Counties. This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

RECEIVED
MAY 17 1944

30-4207

May 16, 1944

Western Rock Co.
Box 448
Salem, Oregon

Gentlemen:

We are sending you today four copies of contract No. 2683, which was awarded to you by the State Highway Commission on May 9, 1944, covering the Meacham-La Grande Rock Production Project on the Old Oregon Trail Highway in Umatilla and Union Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

Western Rock Co will call for contracts on May 17, 1944 (telephone conversation May 16, 44) DHS

RECEIVED
MAY 12 1944
FOR FILING

30-4207

May 12, 1944

Western Rock Company
Route 4, Box 279
Salem, Oregon

Gentlemen:

The State Highway Commission on May 10, 1944 awarded you the contract for Meacham-La Grande Rock Production Project on the Old Oregon Trail in Umatilla and Union Counties. This award was based on your low bid of $21,983.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VM

DA-NR 16(1) Lakeview Airfield Access 1944
Road
#2684

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JAN 4 1945
FOR FILING

Stencil No. 124

DA-NR 16-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 26, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-NR 16(1)
Access Road to Lakeview Naval
Auxiliary Airfield.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
DEC 27 1944
OREGON
STATE HIGHWAY COMMISSION

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ldock

WA4pr-20075

Form P. R. 2

State Oregon

Project No. DA-WR 16(1)

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 24th day of October, 1944

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: and the Defense Highway Act of 1941

Whereas the Highway Department of said State submitted on the ______ day of ______, 19__, a project statement, which was approved on the ______ day of ______, 19__, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Sections~~ ______ ~~of~~ said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 19th day of January 1944; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty thousand and 00/100 dollars ($50,000.00) as the share of the United States payable under said act on account of ~~Sections~~ ______ ~~of~~ said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds made available for the construction of access roads under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress).
(Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

## ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+10 at the Klamath Falls-Lakeview Highway at the N.E. corner, Section 18, T. 39 S., R. 20 E., W.M., and survey station 208+00 in Section 30, T. 39 S., R. 20 E., W.M., with a 2½-mile temporary connection to U.S. Highway 395 along the south boundary of Sections 15, 16 and 17, T. 39 S., R. 20 E.

, length 6.326 miles, in Lake County, being ~~Section~~ an Oregon Defense Access project No. DA-ER 16(1), consisting of 6.318 miles of roadway and 2 bridges, each of more than 20 feet clear span, 0.008 of a mile in length.

10—11379 GPO

RECEIVED
OCT 13 1944
DISTRICT 1

R. H. Baldock

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. ~~Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.~~

**The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress).**

O W Baldock

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction [redacted] of said project shall not in any event exceed the sum of fifty thousand and 00/100 dollars ($50,000.00), certified to the Secretary of the Treasury as above mentioned, which [redacted] is [redacted] [redacted] the approved total estimated cost [redacted] of said project.

## PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project except the 2½ mile temporary connection to US 395 in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws of 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

R.H.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of NOV 21 1944, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ______
Chairman, State Highway Commission
(Title of officer)

By A W Schaupp
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest
H B Glaisyer
SECRETARY

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

R Hark

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

## CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)*

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-WR-16(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 50,000.00 as the total estimated cost of said project, and the sum of $ 50,000.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this ........ day of ........
one thousand nine hundred and NOV 21 1944

Federal Works Administrator,

By W. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10129

R. H. Baldock

## FINAL COST ANALYSIS

Lakeview Airfield Access Road
Contract #2684
Grading, Topping, Graveling & Bridges
Babler & Conley, Contractors
Lowell Johnston, Resident Engineer

County Highway
Prefix 219-1008

DA-NR 16(1)

| Item | Cost | Quantity | Unit | Unit Cost | Unit Bid | Gross Revenue |
|---|---|---|---|---|---|---|
| Clearing & Grubbing | $845.00 | | | | | $3,500.00 |
| Struct. Exc., Unclass. | 206.20 | 111.4 | Cu. Yd. | $1.85 | $2.50 | 278.50 |
| Trench " " | 26.30 | 27.1 | " " | 0.96 | 1.50 | 40.65 |
| Borrow " " | 1,923.60 | 5,652.2 | " " | 0.34 | 0.50 | 2,826.10 |
| General " " | 5,557.94 | 25,918.2 | " " | 0.21 | 0.30 | 7,775.46 |
| Short Overhaul | 724.35 | 42,270 | Yd. Sta. | 0.018 | 0.02 | 845.40 |
| Long " | 346.32 | 918.3 | C-Yd. Sta. | 0.38 | 0.30 | 275.49 |
| Truck Haul on Borrow Material | 1,232.44 | 11,178.2 | Yd. Mi. | 0.11 | 0.15 | 1,676.73 |
| Finishing Roadbed and Slopes | 474.00 | 3.83 | Mile | 123.75 | 400.00 | 1,532.00 |
| 18" Concrete Pipe | 915.30 | 339 | Lin. Ft. | 2.70 | 3.00 | 1,017.00 |
| Furnish Untreated Piles | 184.00 | 368 | " " | 0.50 | 0.50 | 184.00 |
| Drive " " | 690.00 | 23 | Each | 30.00 | 30.00 | 690.00 |
| Untreated Lumber in Place | 2,482.46 | 20.6872 | M-FBM | 120.00 | 135.00 | 2,792.77 |
| Selected Roadbed Topping | 2,882.30 | 10,389 | Cu. Yd. | 0.30 | 0.45 | 4,675.05 |
| Hauling " " | 5,065.50 | 49,195 | Yd. Mi. | 0.10 | 0.10 | 4,919.50 |
| Selected Gravel Surfacing | 1,294.72 | 3,250 | Cu. Yd. | 0.39 | 0.50 | 1,625.00 |
| Hauling Gravel Surfacing | 637.60 | 6,187.5 | Yd. Mi. | 0.14 | 0.14 | 884.45 |
| Force Account | 698.20 | | | | | 732.90 |
| | $26,186.23 | | | | | $36,252.80 |

| | |
|---|---|
| Gross Revenue | $36,252.80 |
| Total Cost | 26,186.23 |
| Net Profit | $10,066.57 |

Net Profit Equals 27.8% of Gross Revenue

## Detail of Cost

**Labor:**

| | | | |
|---|---|---|---|
| Supervision | | $1,253.46 | |
| Labor | | 3,187.61 | |
| Unemployment Insurance | | 120.37 | |
| Social Security | | 44.58 | |
| State Industrial Accident Insurance | | 437.00 | |
| | | | $5,043.02 |

**Materials:**

| | | | |
|---|---|---|---|
| 18" Concrete Pipe | 339 Lin. Ft. at $2.205 | $747.50 | |
| | | | 747.50 |

**Equipment Rental, Supplies & Misc.:**

| | | | |
|---|---|---|---|
| Equipment Rental | | $4,495.00 | |
| Rented Equipment (Includes Gas, Oil, Grease and Operator) | | 10,229.12 | |
| Gas, Oil and Grease | | 575.13 | |
| Freight | | 44.84 | |
| Home Office and General Overhead | | 725.06 | |
| Bond | | 271.90 | |
| Force Account | | 698.20 | |
| | | | 17,039.25 |

**Sub-Contract to Halvorson Construction Co.:**

| | | | |
|---|---|---|---|
| Furnish Untreated Piles | 368 Lin. Ft. at $0.50 | $184.00 | |
| Drive " " | 23 Each " 30.00 | 690.00 | |
| Untreated Lumber in Place | 20.6872 M-FBM at $120.00 | 2,482.46 | |
| | | | 3,356.46 |
| Total Cost | | | $26,186.23 |

## Detail of Cost
## Halvorson Construction Company, Sub-Contractors

| | | |
|---|---|---|
| **Labor:** | | |
| Labor | $1,860.91 | |
| State Industrial Accident Insurance | 93.04 | |
| Social Security & Unemployment Ins. | 74.44 | |
| | | $2,028.39 |
| **Materials:** | | |
| Piling 368 Lin. Ft. at $0.40 (Delivered) | $147.20 | |
| Untreated Lumber 20.6872 M-FBM at $60.00 (Delivered) | 1,241.22 | |
| Hardware | 208.94 | |
| | | 1,597.36 |
| **Equipment Rental & Miscellaneous:** | | |
| Equipment Rental | $90.00 | |
| Gas, Oil & Grease | 44.00 | |
| Home Office & General Overhead | 112.91 | |
| Small Tools & Misc. Supplies | 22.50 | |
| | | 269.41 |
| Total Cost | | $3,895.16 |

| | |
|---|---|
| Total Cost | $3,895.16 |
| Gross Revenue | 3,666.77 |
| Net Loss | $228.39 |

Net Loss Equals 6.2% of Gross Revenue

REMARKS:

This project, a "Federal Access Road Project", was bid on May 10th, 1944 and was awarded June 1st, 1944. Construction was started June 12th, and completed August 8th, 1944. It consisted of the grading, the placing of pit run topping, the placing of pit run gravel surfacing and the construction of one untreated pile trestle bridge. Length of the project was 3.82 miles.

The excavation consisted entirely of dirt and was handled easily by a heavy motor patrol and two 18 cubic yard scrapers powered by RD-8 tractors. No push cats were required in loading and unloading the scrapers. Additional material required as borrow was moved by shovel and truck because of the long haul involved.

Erection of the pile trestle bridge was sub-contracted by the contractor to the Halvorson Construction Co. A slight loss was sustained by the sub-contractor on the bridge items. Items of furnish and drive untreated piling were subbed at bid prices, while the item of untreated lumber in place was subbed at $120.00 per M-FBM. This allowed the contractor enough differential to cover overhead on all bridge items. Loss on the bridge item is directly traceable to excessive labor costs.

The size of the project allowed the contractor to handle the project with a very small crew. Skilled labor used was of an exceptionally high caliber as it consisted entirely of key men from the contractor's permanent payroll.

Excellent supervision, good equipment and workmen and fairly high bid prices allowed the contractor to make a large profit on a small job.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
DEC 6 - 1944
FOR FILING

DA-NR 16 (1)

November 30, 1944

Babler & Conley, Contractors
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

NOTED
State Highway Engineer

Attention: Lloyd Babler

Gentlemen:

In accordance with your letter of November 28, we are sending, for execution, final pay voucher for the Lakeview Airport Access Road Project, Contract No. 2604.

Your cooperative attitude in this matter is very much appreciated.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

cc to H. G. Smith

SHP:ER

[redacted]
LLOYD BABLER

M. J. CONLEY
J. M. CONLEY

BABLER & CONLEY
CONTRACTORS
4617 S. E. MILWAUKIE AVENUE
PORTLAND 2, OREGON

November 28, 1944

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:- RE: Contract No. 2684

In reply to your letter dated November 29, 1944 relative our claim in connection with the construction of the skew bridge on the Lakeview Airport Access Road, Contract #2684.

There was considerable extra dost involved in connection with this work, however, we have decided to absorb it. If you will forward to us the final estimate on this job we will sign it and return it to you without delay.

Yours very truly,

BABLER & CONLEY

By Lloyd Babler
Lloyd Babler

LB/JHS

RECEIVED
NOV 29 1944
OREGON
STATE HIGHWAY COMMISSION

DA-NR16(1)

November 20, 1944

Mr. Lloyd Babler
Babler & Conley
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Dear Sir:

The reason we submitted the final estimate voucher on the Lakeview Airport Access Road, Contract No. 2664, is that we understood Mr. Conley agreed to withdraw your letter of September 11, 1944, since we had advised him through Mr. Chandler that we thought it impossible to substantiate your claim to the federal authorities that the skew bridge cost $50.00 more per thousand than the straight bridge, or, in fact, any appreciable amount more.

Your subcontractor was furnished plans of the skew bridge prior to the ordering of any material, and consequently there was no loss of material.

Your letter apparently is based entirely upon the cost of framing the bridge, since driving the piles did not seem to enter into it, as you received practically as much for that item as contemplated under the specifications. The bridge was of very simple structure, and the resident engineer advises us that he was not at all particular about the skew cuts and that no special degree of exactness in the framing was required.

The contract does not permit of claims due to loss of anticipated profits. We realize that you have a minor claim due to prorating the cost of bidding and office overhead against the smaller job, but we thought you would be willing to absorb this small amount when you realized the bother involved in its collection from the federal government.

Since this is not a state highway, no state funds can be applied to the job. The statement you submit must be in such detail as is required by the federal auditors. It is my opinion that the amount which you could collect under such a claim would hardly justify you in preparing the claim. However, if you do not check my conclusions and insist upon the claim being included, we will pass it on to the Public Roads Administration upon receipt of a detailed statement from you showing how the extra expense was incurred. Please bear in mind that this has to do with the reduction of work to be performed. I cannot recommend an adjustment on the basis you have submitted your claim to us.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:RR

cc to R. G. Smith

[redacted]
LLOYD BABLER

H. J. CONLEY
J. N. CONLEY

BABLER & CONLEY
CONTRACTORS
4617 S. E. MILWAUKIE AVENUE
PORTLAND 2, OREGON

H. G. Smith ✓

Any allowance made on this should have prior approval of PRA as project is not on Hwy System.

September 11, 1944

Oregon State Highway Department
Salem, Oregon

Gentlemen:-

Re: Lakeview Airport Access Road
Contract No. 2684

We herewith request an additional allowance of $50.00 per thousand board feet for the lumber installed in skew bridge. We understand that there was about 12,500 feet of lumber involved.

You will recall that under the original specifications there were to be three straight bridges built. However, after the contract was awarded, you eliminated two of the bridges and substituted the one skew bridge.

We find that it cost us $50.00 per thousand more to build the skew bridge than the straight bridge.

We believe that this increase in price is justified and request your consideration in this matter.

Yours very truly,

BABLER & CONLEY

By Lloyd Babler
Lloyd Babler

cc:
Halvorson Const. Co.,
Salem, Oregon

RECEIVED
SEP 12 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 3 - 1944
FOR FILING

DA-NR 16 (1)

November 2, 1944

Dooley & Company, Agents,
General Casualty Company of America,
Board of Trade Building,
Portland 4, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2684 for work on the Lakeview Airfield Access Road in Lake County, has been completed by the contractor, Babler & Conley, 4617 S.E. Milwaukie, Portland, and that final payment in the amount of $1,840.23, will be made on or after November 13th.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $36,252.80, of which amount $732.90 represents the amount of force account items. This contract was completed on August 8, 1944 and accepted by the Commission on September 12, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

jeo

Secretary to
R.B.Glaisyer

RECEIVED

FOR FILING

MONTANA
OREGON
WASHINGTON
DA-NR-16 (1)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

October 14, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon DA-NR 16(1), Lakeview Airfield Access Road.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
OCT 16 1944
OREGON
STATE HIGHWAY COMMISSION

Iten

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

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NOV 20 1944
FOR FILING

DA-NR 16(1)

September 11, 1944

RECEIVED
SEP 12 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-NR 16(1), Access Road to Lakeview Naval Auxiliary Airfield, was made by a representative of this office on August 18, 1944.

Our file indicates we have not yet received copies of the contract under which construction was carried out. Early receipt of these documents to be followed by submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By: L J Caufield
L. J. Caufield
Senior Highway Engineer

Copy sent to Mr. Baldock

RECEIVED
[illegible] 1944
FOR FILING

DA-NR 16-1

September 8, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Lakeview Airfield Access Road, Project No. DA-NR 16 (1).

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Dict by J. W. Nash/GB

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-WR 16 (1)

# LAKEVIEW AIRFIELD ACCESS ROAD PROJECT

## IN LAKE COUNTY

(Estimate as basis for project agreement.)

Salem, Oregon, August 30, 1944

| | | | |
|---|---|---|---|
| All Required | Preliminary Engineering | | $ 500.00 |

## ROADWORK

Construction of Temporary Service Road (Including Maintenance and Snow Removal During Construction (State Forces)

| | |
|---|---|
| Labor | $ 2,213.00 |
| Equipment Rental | 4,346.00 |
| Supplies | 1,343.40 |
| | $ 7,902.40 |

Permanent Road (Sta. 0+10 to 202)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (90%) | | $ 3,150.00 |
| 60 | cu. yds. | Structural Excavation, Unclassified | $ 2.50 | $ 150.00 |
| 120 | cu. yds. | Trench Excavation, Unclassified | 1.50 | 180.00 |
| 6,300 | cu. yds. | Borrow Excavation, Unclassified | .50 | 3,150.00 |
| 25,000 | cu. yds. | General Excavation, Unclassified | .30 | 7,500.00 |
| 45,000 | yd. stas. | Short Overhaul | .02 | 900.00 |
| 1,300 | C-yd. stas. | Long Overhaul | .30 | 390.00 |
| 12,500 | yd. mi. | Truck Haul on Borrow Material | .15 | 1,875.00 |
| 3.82 | miles | Finishing Roadbed and Slopes | 400.00 | 1,528.00 |
| 430 | lin. ft. | 18" Concrete Pipe | 3.00 | 1,290.00 |
| 140 | lin. ft. | Furnish Untreated Piles | .50 | 70.00 |
| 8 | only | Drive Untreated Piles | 30.00 | 240.00 |
| 9.4 | M-FBM | Untreated Lumber in Place | 135.00 | 1,269.00 |
| 10,000 | cu. yds. | Selected Roadbed Topping | .45 | 4,500.00 |
| 48,000 | yd. mi. | Hauling Roadbed Topping | .10 | 4,800.00 |
| 3,200 | cu. yds. | Selected Gravel Surfacing | .50 | 1,600.00 |
| 5,700 | yd. mi. | Hauling Gravel Surfacing | .14 | 798.00 |
| | | | | $33,390.00 |

| | |
|---|---|
| Subtotal | $41,292.40 |
| 10% Engr. & Cont. | 3,339.00 |
| Total | $44,631.40 |

**Bridge** (Sta. 10+25 to 10+46)

| | | | | |
|---|---|---|---|---|
| 140 | lin. ft. | Furnish Untreated Piles | $ .50 | $ 70.00 |
| 8 | only | Drive Untreated Piles | 30.00 | 240.00 |
| 12.8 | M-FBM | Untreated Lumber in Place | 135.00 | 1,728.00 |
| | | | | $2,038.00 |

**Bridge** (Sta. 15+86 to 16+07)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (10%) | | $ 350.00 |
| 140 | lin. ft. | Furnish Untreated Piles | $ .50 | 70.00 |
| 8 | only | Drive Untreated Piles | 30.00 | 240.00 |
| 12.8 | M-FBM | Untreated Lumber in Place | 135.00 | 1,728.00 |
| | | | | $2,388.00 |

| | |
|---|---|
| Subtotal | $4,426.00 |
| 10% Engr. & Cont. | 442.60 |
| Total | $4,868.60 |

| | |
|---|---|
| Length of Roadway | 3.818 miles |
| Length of Bridges | .008 mile |
| Total Length | 3.826 miles |
| Cost per mile,Roadway | $12,839.13 |

Summary of Estimated Cost:

| | |
|---|---|
| Preliminary Engineering | $ 500.00 |
| Roadway | 44,631.40 |
| Bridges | 4,868.60 |
| | $50,000.00 |

Funds for Maintenance: Chap. 529, Laws 1939

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AUG 31 1944
FOR FILING

D.A-NR 16-1

August 30, 1944

General Casualty Company
Dooley & Company, Agents
Board of Trade Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Babler & Conley, on contract No. 2684, covering grading and surfacing on the Lakeview Airfield Access Road, in Lake County. This payment, in the amount of $2,192.01, will be made on or after September 9, 1944. The retained percentage is $1,064.31.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VN

Noted
V. N

Form E-1—5M—6-43

DA-NR 16-1

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 26, 1944

Section Lakeview Airfield Access Road

Kind of work Grading & Surfacing

Highway Access Road

Section prefix 219 - 1008

Contractor Babler & Conley

Contract number 2684

Date of contract June 1, 1944

Date of completion August 31, 1944

Date work started June 12, 1944

Estimated date of completion August 8, 1944

Amount of contract $ 37,816.00

Per cent of time elapsed 95 %

Estimated cost of completed project, exclusive of engineering $ 35,476.88

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 3406.63, 9 %

Date project was completed Aug. 8, 1944

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi final estimate completed this week and turned in to the Division Office.

Final report on this project.

RECEIVED
AUG 28 1944
OFFICE OF

NOTED
E. M. D

Signed

Address Lakeview, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 3.83 | 3.83 | | | |
| Miles partially completed | 0 | 0 | | | |
| Miles completed | 3.83 | 3.83 | | | |
| Total estimated quantities | 31,546 | 13,639 | | | |
| Estimated quantities moved or placed to date | 31,546 | 13,639 | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

........ County, ....%; ........ County, ....%; ........ County, ....%; ........ County, ....%.

| | NUMBER USED AND SECURED FROM | | | | | | |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ........, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants ........

Compressors ........, Bulldozers ........, Sheep-foot rollers ........, . . . . . ........, . . . . . ........, . . . . . ........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair | | |
| Monday | " | | |
| Tuesday | " | | |
| Wednesday | " | | |
| Thursday | " | | |
| Friday | " | | |
| Saturday | " | | |

STATE PRINTING DEPT.

FORM [illegible]

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. H. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

M

DA-NR 16-1

July 21, 1944

Halvorson Construction Co.
608 First National Bank Building
Salem, Oregon

Gentlemen:

As the submitting of pay rolls is a federal requirement on all highway projects that are financed in part or entirely by federal funds, your request of July 14 in regard to using your own pay roll form as sub-contractors for Sahler & Semley at Lakeview was referred to the P. R. A. at Portland. A copy of their reply and the form they suggested is enclosed.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Encl.

cc to W. E. Chandler
Lowell Johnston

NOTED
Asst. State Highway Engineer

FORM B-120X 6M 7-40

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

JUL 19 1944
FOR [illegible]

July 18, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Attached hereto is Halverson Construction Company's pay roll form which they are asking approval to use on contract No. 2684, federal project No. DA-WR 16 (1). Halverson Construction Company are subcontractors under Kahler & Conley at Lakeview, Oregon.

The headings on the Halvorsen Construction Company form do not conform to our regular certified transcript form. There are no line numbers or line segregation of overtime. The columns are not numbered. Column No. 2, for duplication of names, is not included, nor is there a certificate on the back. The deduction column, No. 7 on the regular form, has five separate spaces, where only three are listed on the Halvorson pay roll form.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Encl.

DA-NR 16-(1)

June 16, 1944

Babler & Gosley
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2684 which was awarded to you on June 1, 1944 by the State Highway Commission, covering grading and surfacing of the Lakeview Airfield Access Road in Lake County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

RECEIVED
JUN 3 1944
FOR FILING

LA-NP-16-1

June 2, 1944.

Babler & Conley,
4617 S. E. Milwaukie,
Portland 2, Oregon

Gentlemen:

Am forwarding to you today by express four copies of contract awarded you yesterday by the State Highway Commission for the construction of the Lakeview Airfield Access Road, Contract #2684.

You are requested to sign all copies of the contract as to agreement on page 165 and as to the bond on page 167. Also please have the bond completed by your surety. When this is done please return all four copies to this office for further handling. When they have been signed by the State Highway Commission, I will furnish you with one fully executed copy and will also send one copy to your surety.

Will appreciate your early attention to this matter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION.

By

H. B. Glaisyer, Secretary.

HBG/H

RECEIVED
JUN 1 1944
FOR FILING

DA-NR 16-1

AGENDA
JUN 14 1944

4-f.

June 1, 1944

Babler & Conley
4617 S. E. Milwaukie
Portland 2, Oregon

Gentlemen:

This letter is to confirm my wire to you of this date advising that the State Highway Commission today awarded you the contract for the construction of the Lakeview Airfield Access Road Project for which you submitted the low bid on May 10, 1944. The contract forms are now being prepared and will be mailed to you shortly for acceptance and execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:vbh

cc - S. H. Probert
G. S. Paxson

get confirmed

S & C

| S OF SERVICE DESIRED | | | |
|---|---|---|---|
| OMESTIC | | CABLE | |
| TELEGRAM | | ORDINARY | |
| DAY LETTER | | URGENT RATE | |
| SERIAL | | DEFERRED | |
| OVERNIGHT TELEGRAM | | NIGHT LETTER | |
| SPECIAL SERVICE | | SHIP RADIOGRAM | |

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

# COPY OF
# WESTERN UNION TELEGRAM

BAILER & COWLEY
4617 S. E. MILWAUKIE
PORTLAND 2, OREGON

THE STATE HIGHWAY COMMISSION HAS TODAY AWARDED YOU CONTRACT FOR CONSTRUCTION OF THE LAKEVIEW AIRFIELD ACCESS ROAD PROJECT FOR WHICH YOU SUBMITTED THE LOW BID ON MAY 10. CONTRACT FORMS FOLLOW SHORTLY FOR YOUR EXECUTION.

H. B. GLAISYER, SECRETARY
OREGON STATE HIGHWAY COMMISSION

Files

DA-NR 16-1

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

# WESTERN UNION

(30)

A. N. WILLIAMS
PRESIDENT

1201

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRQ145 DL GOVT=PORTLAND ORG 1 1157A

R H BALDOCK= 1944 JUN 1 PM 12 32

STATE HIGHWAY ENGR SM=

RETEL TODAY. HEREBY CONCUR IN AWARD TO BABLER AND CONLEY LOW BIDDERS ON OREGON DA-NR 16 LAKEVIEW ACCESS PROJECT=

LYNCH.

REFERRED TO
Probst
By Chief Engineer

RECEIVED
JUN 2 1944
FOR FILING

DA-NR 16.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

---

SALEM, OREGON
MAY 31, 1944

RECEIVED
JUN 2 1944
FOR FILING

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

REQUEST CONCURRENCE AWARD CONTRACT TODAY LAKEVIEW ACCESS PROJECT TO BABLER AND CONLEY. HAVE RIGHT OF ENTRY FOR ALL RIGHT OF WAY

R. H. BALDOCK

RECEIVED
MAY 2 1944

LP-NR 16-1

Salem, Oregon
May 24, 1944

Agreement for maintenance of
Lakeview Naval Airport Access Road

Mr. C. B. McCullough

[redacted]

Dear Sir:

I am handing you herewith, 4 copies of the agreement between the State Highway Commission and Lake County Court covering the maintenance of the Lakeview Naval Airport Access Road. All copies are fully executed. They are handed to you for further disposal. I have retained the original of this agreement for the Commission's records and files, and I have sent one signed copy to the County Clerk of Lake County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:acs

Encl.

Balance of file:
Maint. - Hwys - County Roads

RECEIVED
JUN 1 [illegible]
FOR FILING

PA NR 16 (1)

May 12, 1944

#2684

Babler & Conley
Highway Contractors
4617 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

Conformance with federal requirements makes it necessary for us to incorporate, in the contract for the Lakeview Airfield Access Road Project, the following provisions concerning the hiring of labor:

Hiring of Labor:

The project to which these special provisions apply has been approved by the Manpower Priorities Committee of the War Manpower Commission subject to the condition that "in supplying the labor needs for this project, no labor will be taken from the local or state-wide lumbering industry, agriculture, construction or production projects which have a higher priority rating."

It is understood and agreed, therefore, as follows: (1) that the contractor on this project will take no labor for the project from the local or state-wide lumbering industry, agriculture, construction or production projects which have a higher priority rating, and (2) that the contractor on this project will do all hiring of labor through the local United States Employment Service office in order that proper controls can be set up to insure that no workers will be recruited from lumbering, agriculture or other construction or production jobs which have a higher priority rating.

It is understood that these provisions relating to the hiring of labor are to apply to the hiring of all classes of labor and their application is not to be limited to the hiring of unskilled labor.

I have a signed copy of this to attach to the contract.
[illegible]

The local office of the United States Employment Service through which the hiring of labor on this project is to be done is located at Lakeview.

If you are willing to accept the award of the contract, with these provisions included, and at the prices bid by you on May 10, please so indicate by signing the enclosed copy of this letter, in the space provided, and returning it to us.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

- - - - -

Portland, Oregon, May ______, 1944.

We hereby consent to inclusion of the above stated provisions in the contract for the Lakeview Airfield Access Road Project, and will accept award of that contract (if tendered us) on that basis and at the prices bid by us on May 10.

Babler & Conley

By_ _ _ _ _ _ _ _ _ _ _ _ _ _and

- - - - - - - - - - - - - -

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JU[illegible] 1944
FOR FILING

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREGON

DA-NR 16-1

May 3, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon DA-NR 16(1), Lakeview Airfield Access Road, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise the project for bids.

Concurrence in award will be withheld pending approval by the War Production Board and the Area Production Urgency Committee, also pending advice that all rights of way are acquired or right of entry obtained.

Request for such additional funds as are found to be necessary will be made after receipt of bids.

Very truly yours,

W. H. LYNCH
District Engineer

By: LJCaufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
MAY 5 1944
OREGON
STATE HIGHWAY COMMISSION

DA-NR 16-1

May 1, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are enclosed five copies of estimate, three copies of right of way statement and three copies of Form 46, for the Lakeview Airfield Access Road Project No. DA-NR 16 (1).

Five bid proposals and five sets of blue print plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ES

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-WR 16 (1)

## LAKEVIEW AIRFIELD ACCESS ROAD PROJECT

## IN LAKE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 1, 1944

| | | | |
|---|---|---|---|
| All Required | Preliminary Engineering | | $ ~~500.00~~ 1,700.00 |

### ROADWORK

Construction of Temporary Service Road (Including Maintenance and Snow Removal During Construction) (State Forces)

| | |
|---|---|
| Labor | $ 2,775.00 |
| Equipment Rental | 5,550.00 |
| Supplies | 1,675.00 |
| | $10,000.00 |

Permanent Road (Sta. 0+10 to 202)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (90%) | | $ 900.00 |
| 60 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 180.00 |
| 120 | cu. yds. | Trench Excavation, Unclassified | 2.00 | 240.00 |
| 6,300 | cu. yds. | Borrow Excavation, Unclassified | .50 | 3,150.00 |
| 25,000 | cu. yds. | General Excavation, Unclassified | .50 | 12,500.00 |
| 45,000 | yd. stas. | Short Overhaul | .01 | 450.00 |
| 1,300 | C-yd. stas. | Long Overhaul | .50 | 650.00 |
| 12,500 | yd. mi. | Truck Haul on Borrow Material | .20 | 2,500.00 |
| 3.82 | miles | Finishing Roadbed and Slopes | 500.00 | 1,910.00 |
| 430 | lin. ft. | 18" Concrete Pipe | 3.00 | 1,290.00 |
| 140 | lin. ft. | Furnish Untreated Piles | .50 | 70.00 |
| 8 | only | Drive Untreated Piles | 35.00 | 280.00 |
| 9.4 | M-FBM | Untreated Lumber in Place | 80.00 | 752.00 |
| 10,000 | cu. yds. | Selected Roadbed Topping | .50 | 5,000.00 |
| 48,000 | yd. mi. | Hauling Roadbed Topping | .20 | 9,600.00 |
| 3,200 | cu. yds. | Selected Gravel Surfacing | .60 | 1,920.00 |
| 5,700 | yd. mi. | Hauling Gravel Surfacing | .20 | 1,140.00 |
| | | | | $42,532.00 |

| | |
|---|---|
| Subtotal | $52,532.00 |
| 10% Engr. & Cont. | 5,253.20 |
| Total | $57,785.20 |

**Bridge** (Sta. 10+25 to 10+46)

| | | | | |
|---|---|---|---|---|
| 140 | lin. ft. | Furnish Untreated Piles | $ .50 | $ 70.00 |
| 8 | only | Drive Untreated Piles | 35.00 | 280.00 |
| 12.8 | M-FBM | Untreated Lumber in Place | 80.00 | 1,024.00 |
| | | | | $ 1,374.00 |

**Bridge** (Sta. 15+86 to 16+07)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (10%) | | $ 100.00 |
| 140 | lin. ft. | Furnish Untreated Piles | $ .50 | 70.00 |
| 8 | only | Drive Untreated Piles | 35.00 | 280.00 |
| 12.8 | M-FBM | Untreated Lumber in Place | 80.00 | 1,024.00 |
| | | | | $ 1,474.00 |

| | |
|---|---|
| Subtotal | $ 2,848.00 |
| 10% Engr. & Cont. | 284.80 |
| Total | $ 3,132.80 |

| | |
|---|---|
| Length of Roadway | 3.818 miles |
| Length of Bridge | .008 mile |
| Total Length | 3.826 miles |
| Cost per mile, Roadway | $15,134.93 |

Summary of Estimated Cost:

| | |
|---|---|
| Preliminary Engineering | $ 500.00 |
| Roadway | 57,785.20 |
| Bridges | 3,132.80 |
| | $61,418.00 |

PR 46

**Roadway (Lakeview Airfield Access Road)**

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 3 Sheets

### Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) May 20, 1944 State Oregon

Completion Date (Est.) Aug. 31, 1944 Project No. DA-WR 16 (1)

Estimated Total Cost Roadway $ 77,785.20 Length: Miles 1.818

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 30 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 1,100 |
| 3 | Bituminous mat. | Gal. | | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | 9.4 | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | 140 | | | | |

PR 46

**Bridge (Sta. 10+35)**

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 3 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) May 20, 1944
State Oregon

Completion Date (Est.) Aug. 31, 1944
Project No. DA-WR 16 (1)

Estimated Total Cost Bridge $ 1,311.40
Length: Miles .004

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | |
| 3 | Bituminous mat. | Gal. | | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | 12.8 | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | 140 | | | | |

PR 46

Bridge (Sta. 15+97)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 3 of 3 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

| | | | |
|---|---|---|---|
| Starting Date (Est.) | May 20, 1944 | State | Oregon |
| Completion Date (Est.) | Aug. 31, 1944 | Project No. | DA-NR 16 (1) |
| Estimated Total Cost Bridge | $ 1,621.40 | Length: Miles | .004 |

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | |
| 3 | Bituminous mat. | Gal. | | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | 12.8 | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | 140 | | | | |

## LAKEVIEW AIRFIELD ACCESS ROAD

## PROJECT NO. DA-NR 16(1)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

May 1, 1944

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1944
FOR FILING

DA-NR 16-1

January 6, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

In accord with the request contained in your letter of December 30, 1943, we are enclosing herewith seven copies of P. S. & E. estimate for construction of the temporary service road to the Lakeview Airport, Project No. DA-NR 16 (1).

Three copies of right of way statement, and three copies of form PR 46, are likewise enclosed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/RR

Encl.

Roadway (Temporary Service Road, Lakeview Airport)

**Oregon State Highway Department** — **Federal Access Road**
**Project No. DA-WR 16 (1)**

## LAKEVIEW NAVAL AIRPORT ACCESS ROAD

## IN LAKE COUNTY

**(Preliminary Estimate for construction of Temporary Service Road from South City Limits of Lakeview to Airport. Not as basis for project agreement.)**

**Salem, Oregon, January 6, 1944.**

| | | |
|---|---|---|
| **All Required** | **Preliminary Engineering** | **$500.00** |

**Construction of Temporary Service Road (Including Maintenance and Snow Removal During Construction)**

| | |
|---|---|
| **Labor** - - - - - - - - - - - - - - - - | **$2,775.00** |
| **Equipment Rental** - - - - - - - - - - - - - - - | **5,550.00** |
| **Supplies** - - - - - - - - - - - - - - - - - | **1,675.00** |
| **Subtotal** - - - - | **$10,000.00** |
| **10% Engr. & Cont.** - | **1,000.00** |
| **Total** - - - - | **$11,000.00** |

**Length - 2.500 miles**
**Cost per mile $4,400.00**

**Federal Access Road Funds:**

| | |
|---|---|
| **Preliminary Engineering** - - - - - - - - - - - - - - | **$ 500.00** |
| **Construction** - - - - - - - - - - - - - - - - - | **11,000.00** |
| | **$11,500.00** |

PR 46

**Roadway (Temporary Service Road, Lakeview Airport)**

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Jan. 17, 1944

State Oregon

Completion Date (Est.) Feb. 17, 1944

Project No. DA-WR 16 (1)

Estimated Total Cost Rdy. $ 11,000.00

Length: Miles 2.500

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | |
| 3 | Bituminous mat. | Gal. | | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | | | | | |

## LAKEVIEW AIRFIELD ACCESS ROAD

### PROJECT NO. DA-WR 16(1)

While negotiations for rights of way are in progress, one parcel has not been acquired, nor has the right of occupy and use this parcel been secured, but it is now believed that all necessary rights of way can be made fully available within ten days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

May 1, 1944

RECEIVED
JAN 15 1944
FOR FILING

DA-NR 16

Dec. 3, 1943.

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland (8), Ore.

Dear Sir:

Please find enclosed herewith seven copies of Form PR 1 PA, application No. 61, for Amendment to Authorization or change in materials allotment schedule for the Lakeview Naval Air Field Access Road Project No. Oregon DA-NR-16. Also four copies of PR 101 Revised.

Because of minimum coverage due to shallow fills it is necessary to use metal pipe instead of the concrete pipe originally specified.

Yours very truly,

S. H. PROBERT,
Acting State Highway Engineer.

M

19-8301 Lakeview Rock Prod. Proj., 1944
Klamath Falls-Lakeview &
#2685 Fremont Hwys.

R. H. Baldock

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1945
FOR FILING

[illegible]ne 29, 1945

## COST ANALYSIS - FINAL REPORT

Klamath Falls-Lakeview
and Fremont Highways
Contract No. 2685

Rock Production
McLininger & Sons, Contractors
Lowell Johnston, Resident Engineer

Lakeview Rock
Production Project
Prefix #19-4207

19-8301

| Item | Quantity | Unit | Cost | Revenue | Unit Cost | Unit Bid |
|---|---|---|---|---|---|---|
| 3/4"-1/2" Crushed Rock in Stockpile | 7,192.9 | Cu.Yd. | $20,452.84 | $17,622.61 | $2.84 | $2.45 |
| 1/2"-1/4" " " " " | 5,854.3 | " " | 16,651.90 | 14,343.04 | 2.84 | 2.45 |
| 1/4"-0 " " " " [illegible] | 2,348.5 | " " | 6,669.74 | 5,753.83 | 2.84 | 2.45 |
| S. P. Screen Rejects | 719.1 | " " | 179.78 | 179.78 | 0.25 | 0.25 |
| S. P. Haul Screen Rejects | 1,600.5 | Yd.Mi. | 224.40 | 240.08 | 0.14 | 0.15 |
| Haul Adjustment, favor of State | -3,233.1 | " " | | -420.30 | | 0.13 |
| Force Account | | | 63.00 | 63.00 | | |
| | | | | $37,782.04 | | |
| Rock sold to City, County and Private Sales | | | $10,960.20 | 9,444.93 | | |
| | | | $55,201.86 | $47,226.97 | | |

| | |
|---|---|
| Total Cost | $55,201.86 |
| Gross Revenue | 47,226.97 |
| Net Loss | $ 7,974.89 |

Net Loss Equals 16.9% of Gross Revenue

NOTED
State Highway Engineer

# DETAIL OF COSTS

| | | |
|---|---|---|
| **Labor:** | | |
| Supervision | $ 3,700.00 | |
| Labor | 22,115.23 | |
| State Industrial Accident Insurance | 1,217.61 | |
| Social Security | 202.94 | |
| Unemployment Insurance | 608.80 | $27,844.59 |
| **Equipment Rental, Supplies and Miscellaneous:** | | |
| Equipment Rental (Includes Repairs) | $13,940.00 | |
| Gas, Oil and Grease | 6,575.90 | |
| Explosives | 1,822.70 | |
| Miscellaneous Supplies | 1,140.36 | |
| Move in and Lumber | 993.17 | |
| Freight and Cartage | 262.85 | |
| P.U.C. Fees | 225.04 | |
| Bond | 283.37 | |
| Insurance and Interest | 338.88 | |
| Home Office and General Overhead | 1,375.00 | |
| Royalty and Access Road | 400.00 | 27,357.27 |
| Total Cost | | $55,201.86 |

REMARKS:

This project for the production of crushed rock in stockpile was bid by the contractor May 10, 1944 and the contract was awarded June 1, 1944. Work was started August 22, crushing started October 28, 1944 and the project was completed March 7, 1945.

The contractors elected to obtain their own material rather than use the state quarry. A quarry was opened on private property that proved to be excellent rock. Dead haul from the quarry to the south limits of Lakeview was 1.2 miles. This rock broke small and was fairly easy to drill and shoot. About 0.7 of a pound of powder was used per cubic yard.

While the contractors started drilling August 22, the plant set-up was not started until the first of October and actual crushing commenced October 28. Due to this extremely late start the crushing operations were carried out during the worst of the winter months. Much down time due to adverse weather retarded operations, and made the labor costs high as crews had to be carried on the payroll whether working or not. A considerable amount of breakdown time also slowed production, one crusher breaking down three times and losing from two to five days on each breakdown. Actual time expended on this project was double the time that it ordinarily should have taken the contractors to complete the crushing for the State and all private sales.

Prices were fair for this project but breakdowns and adverse weather made labor costs extremely high and as a result the project showed a considerable loss.

E. H. Clymer
Cost Analyst
By:
C. E. Paulsen

RECEIVED
APR 3 1945
FOR FILING

19-8301

April 3, 1945

Bates, Lively & Pearson, Agents,
Aetna Casualty & Surety Co.,
Yeon Building,
Portland 4, Oregon.

Gentlemen:

You are hereby notified that state highway contract No. 2689, for work on the Lakeview Rock Production Project of the Klamath Falls-Lakeview and Fremont Highway, in Lake County, has been completed by the contractor, M. G. Lininger & Sons, and that final payment in the amount of $1,133.46 will be made on or after April 13, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $37,782.04, of which amount $63.00 represents the amount of force account items. This contract was completed on March 7, 1945, and accepted by the Commission on March 12, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

HBG/gl

BY
Secretary

NOTED ON CARD
4-3-45 gl

RECEIVED
MAR 29 1945
FOR FILING

19-8301

March 28, 1945

Bates, Lively & Pearson, Agents,
Aetna Casualty & Surety Co.,
Yeon Bldg.,
Portland 4, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to M. C. Lininger & Sons, on contract No. 2685, covering Lake view Rock Production Project, in Lake County. This payment, in the amount of $1,685.35, will be made on or after April 7, 1945. The retained percentage is $1,133.46.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

gl

NOTED ON CARD
3/28/45 gl

Form E-1—5M—6-44

## OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Mar. 10, 1945

Section Lakeview Rock Production Project

Kind of work Furnishing Cr. Rock in Stockpiles

Highway Klamath Falls - Lakeview & Fremont

Section prefix 19-8301

Contractor M.C. Lininger & Sons

Contract number 2685

Date of contract June 1, 1944

Date of completion Sept. 30, 1944

Date work started Aug. 22, 1944

Estimated date of completion Mar. 7, 1945

Amount of contract $ 36,750.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 36,750.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1900, 5 %

Date project was completed Mar. 7, 1945

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed the job on Wednesday, March 7. Working in office latter part of week on final estimate. Measuring of all stockpiles was completed on Friday.

NOTED
H. G. SMITH

NOTED
E. A. PEASE

NOTED
RALPH ECCSTAFF

RECEIVED
MAR 12 1945
OFFICE OF

Signed

Address Lakeview, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  | 37.5 |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  | 37.5 |  |  |
| Total estimated quantities |  |  | 15,000 |  |  |
| Estimated quantities moved or placed to date |  |  | 15,000 |  |  |
| Average daily quantities |  |  | 200 |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  | 1 |  |  |
| Hours per shift |  |  | 8 |  |  |
| Average force on project for week |  |  | 12 |  |  |

Percentages of men employed on contract to be secured from:

.................. County, ......%; .................. County, ......%; .................. County, ......%; .................. County, ......%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men | 10 |  |  |  |  | 2 | 12 |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons | 6 |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors | 1 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels 1, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants 1

Compressors ............, Bulldozers 1, Sheep-foot rollers ............, . . . . . . ............, . . . . . . ............, . . . . . .

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair |  |  |
| Monday |  |  |  |
| Tuesday | Cloudy |  |  |
| Wednesday | " |  |  |
| Thursday | " |  |  |
| Friday | " |  |  |
| Saturday | Fair |  |  |

STATE PRINTING DEPT.

RECEIVED
NOV 18 1944
FOR FILING

19 - 4207

November 17, 1944

M. C. Lininger & Sons,
P. O. Box 1386,
Medford, Oregon.

Gentlemen:

The State Highway Commission, at its meeting on November 14, 1944, granted you the extension of time requested from September 30, 1944 to May 1, 1945, without penalty, in connection with Contract No. 2685, covering work on the Lakeview Rock Production Project on the Klamath Falls, Lakeview and Fremont Highways in Lake County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jec

RECEIVED
OCT 27 1944
FOR FILING

19-4207

Oct. 25, 1944.

H. C. Lininger & Sons,
P. O. Box 1386,
Medford, Ore.

Dear Sirs:

The State Highway Commission has ordered that in all cases where a contract cannot be completed within the time limit set up, the contractor shall make a request, accompanied by agreement of the surety, for an extension of time to cover the anticipated overrun, prior to expiration date in contract.

Your contract No. 2665, Lakeview-Rock Production Project, lies within this qualification. Will you kindly submit a request for an extension of time accompanied by surety's consent to this office at your earliest convenience.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

H

CC to W. H. Chandler,
H. G. Smith

M

RECEIVED
JUL 10 1944
FOR FILING

19-4507

July 8, 1944

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2685 which was awarded to you on June 1, 1944 by the State Highway Commission, covering the Lakeview Rock Production Project on the Klamath Falls-Lakeview and Fremont Highways in Lake County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

RECEIVED
JUN 1944
FOR FILING

19-4207

June 7, 1944.

M. C. Lininger & Sons,
P. O. Box 1386,
Medford, Ore.

Gentlemen:

Am forwarding to you today by express four copies of contract recently awarded to you by the Oregon State Highway Commission for the crushing of crushed rock for the Lakeview Rock Production Project, being State Highway Contract #2685.

Kindly sign all copies of this contract as to agreement on Page 165 and bond on page 167, and have the bond completed. All four copies of this contract should then be returned to this office for further execution on the part of the State Highway Department. When execution is complete, you will be furnished with a fully signed copy and will also send a copy to the surety on your bond.

Your early attention to this matter will be appreciated.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer, Secretary.

HBG/H

RECEIVED
FOR FILING
19-4[illegible]7

4 f 6/14

June 1, 1944

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

This letter is to confirm my wire to you of this date advising that the State Highway Commission today awarded you the contract for construction of the Lakeview Rock Production Project on the Klamath Falls-Lakeview and Fremont Highways for which you submitted the low bid on May 10, 1944.

The contract forms are now being prepared and will be mailed to you shortly for acceptance and execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]:vbh

cc - S. H. Probert
G. S. Paxson

| CLASS OF SERVICE DESIRED | | | |
|---|---|---|---|
| DOMESTIC | | CABLE | |
| TELEGRAM | | ORDINARY | |
| DAY LETTER | | URGENT RATE | |
| SERIAL | | DEFERRED | |
| OVERNIGHT TELEGRAM | | NIGHT LETTER | |
| SPECIAL SERVICE | | SHIP RADIOGRAM | |

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

# COPY OF WESTERN UNION TELEGRAM

E. C. LININGER & SONS
P. O. BOX 1386
MEDFORD, OREGON

THE STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR CONSTRUCTION OF LAKEVIEW ROCK PRODUCTION PROJECT ON KLAMATH FALLS-LAKEVIEW AND FREMONT HIGHWAYS FOR WHICH YOU SUBMITTED THE LOW BID ON MAY 10. CONTRACT FORMS WILL BE FORWARDED YOU SHORTLY FOR EXECUTION.

H. B. GLAISYER, SECRETARY
OREGON STATE HIGHWAY COMMISSION

Files

SN-U-FAP 56-G-1 Halsey-Harrisburg Sec., 1944
Pacific Hwy. East
#2686

RECEIVED
NOV 23 1948
FOR FILING
SN-U-FAP 56-G(1)
[illegible]

November 19, 1948

Mr. T. M. Davis, District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Halsey-Harrisburg Section
F. A. SN-U-FAP 56-G (1)

Under date of June 8, 1944, the Portland Division Office of the Public Roads Administration concurred in the award for the paving of the Halsey-Harrisburg Section of 99E on the following experimental basis: "* * * that special inspections and reports be made from time to time. These reports should include, in addition to other pertinent information, records as to the movement of slabs, particularly on any displacement that may occur at curves, indicating the need for expansion space at or near the P.T. or P.C. of curves, both horizontal and vertical." The data attached hereto show the slab movements from the completion of the project in November 1944 to July 1948. Since nothing of particular interest is developing, we have discontinued measurements as of that date and consider this as a final report on the project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

W. C. WILLIAMS
Assistant State Highway Engineer

RECEIVED
SEP 3 1947
FOR FILING

SN U FAP 56-C(11)

August 29, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the Halsey-Harrisburg Section, Project No. SN-U-FAP 56-C (11).

The amount requested in the final voucher was $47,776.91 and payment allowed was $47,646.07. Will you please send to this department a copy of the memorandum explaining the items eliminated in the final voucher, that our records may be completed.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:lh

RECEIVED
SEP 2 1947
FOR FILING

SN-U-FAP 56 G (11)

August 29, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the Halsey-Harrisburg Section, Project No. SN-U-FAP 56-G (11).

The amount requested in the final voucher was $47,776.91 and payment allowed was $47,646.07. Will you please send to this department a copy of the memorandum explaining the items eliminated in the final voucher, that our records may be completed.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:lh

RECEIVED
DEC 3 1946
FOR FILING

SN-U-FAP 56-G(1)

November 25, 1946

Mr. T. H. Purvis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of November 21, 1946, concerning payment of $150.00 by the owner for extra thickness of sidewalk and pavement as provided in right of way file number 11706, Halsey-Harrisburg Section, Project No. SN-U-FAP 56 G (1).

Please be advised that credit for this amount was inadvertently overlooked in the preparation of the final voucher and the amount requested should be reduced accordingly.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

J. W. Nash
Assistant Office Engineer

JWN:EM

RECEIVED
APR 9 1946
FOR FILING

56-G-1

April 8, 1946

Continental Casualty Co.,
Tate, Westenfelder & Berg, Inc. Agents
Wilcox Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2686 for work on the Halsey-Harrisburg Section of the Pacific Highway East, in Linn County, has been completed by the contractor, Porter W. Yett, and that final payment in the amount of $10,993.94 will be made on or after April 18, 1946.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $385,076.59, of which amount $1,133.10 represents the amount of force account items. This contract was completed on August 4, 1945 and accepted by the Commission on August 30, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD

4-8-46 gl

RECEIVED
DEC 31 1945
FOR FILING

56-G-1

December 26, 1945

Mr. Porter W. Yett
Contractor
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

We refer to your letter of December 20th concerning final payment under your Halsey-Harrisburg Contract (Contract No. 2686).

The final estimate computations are now being checked in our Salem office, but there is little possibility of this check being completed, and corrections confirmed by the field engineer, in time to issue the final estimate voucher by January 1st. After the final estimate voucher is issued, some three to four weeks will be required to obtain acceptance and to close out other details preliminary to release of final payment, so we can give no assurance of the final pay warrant being available earlier than about February 1st.

We are sorry that this payment cannot be expedited more than as above indicated.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

Y POINT, OREGO — SHIPMENTS BY BARGE, TRUCK OR RAIL

**PORTER W. YETT**
*Contractor*

READY-MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6500 N. E. AINSWORTH ST. PHONE GArfield 4356 PORTLAND 13, OREGON

December 20, 1945

Oregon State Highway Commission
Accounting Division
Salem, Oregon

Gentlemen:

Reference is made to Contract No.2686, Halsey-Harrisburg Section, Linn County, Pacific Highway East.

The above contract was completed and accepted August 4, 1945 and semi-final estimate, dated November 20, 1945 has been received by us. We would appreciate therefore, receiving the final estimate at your earliest possible convenience, so that we may clear our records before the end of the year.

Thanking you in advance and trusting to hear favorably from you in the very near future, we are

Very truly yours,
Porter W. Yett

By L R Pearson
Bookkeeper

RECEIVED
DEC 22 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 17 1945
FOR FILING

56 G (1)

December 13, 1945

PR-47
SM-U-FAP 56-G (1)
Contract 2686

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of December 12, regarding your form PR-47, Statement of Materials and Employment, for the grading and surfacing on the Halsey-Harrisburg Section, SM-U-FAP 56-G (1), Contract 2686.

The Total Cost of Roadway, which was omitted from the forms submitted to you on September 26, 1945, should be $414,125.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Dictated by D. B. Parkes/GS

xxxxxxxxxxxx
Division 8

56-G(1)

December 12, 1945.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our form PR-47, Statement of Materials and Employment, for the grading and surfacing on Oregon SN-U-FAP 56-G(1), the Halsey-Harrisburg Section, the work on which was completed August 4, 1945.

The completed form PR-47 submitted for this contract (#8686), does not contain the Total Cost of Roadway.

Will you please advise at your early convenience the cost and we will insert it in the forms we have here.

Very truly yours,

T. H. DAVIS
District Engineer.

NOTED

RECEIVED
1945
COMMISSION

56-G-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
~~DISTRICT ONE~~
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
DEC 18 1945
FOR FILING

December 11, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-U-FAP 56-G(1), Halsey-Harrisburg Section of the Pacific Highway, was made by a representative of this office on October 18, 1945.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

J. M. Davis
J. M. DAVIS
District Engineer

~~By~~

~~[illegible]~~
~~[illegible]~~

RECEIVED
1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 24 1945
FOR FILING

36-G-1

November 23, 1945

Continental Casualty Company
Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Porter W. Yett, on contract No. 2606, covering grading and paving on the Halsey-Harrisburg Section of the Pacific Highway East in Linn County. This payment, in the amount of $3,586.[illegible], will be made on or after Monday, December 3, 1945. The retained percentage is $11,569.57.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
H. B. Glaisyer
Secretary

ee

NOTED ON CARD
11-23-45

RECEIVED
P 6 1945
FOR FILING

56-G-1

August 27, 1945

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Enclosed are copies of work order No. 4, on the Halsey-Harrisburg Project, SM-U-FAP 56-G (1), and work order No. 5, on the Crater Lake-Fort Klamath Timber Access Road Project, DA-SM 92 (1). We are requesting that these be stamped approved and returned to us for our records.

In a telephone conversation Saturday morning with your office, we were informed that these work orders were approved and returned to us, work order No. 4, on August 11, and work order No. 5, on July 30. A search of our files has failed to locate these copies, which are a necessary part of our records.

We will appreciate your early attention to this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by D. B. Parkes/GS

Encl.

RECEIVED
AUG 14 1945
FOR FILING

56-G-1

August 8, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on August 4, 1945, on Contract No. 2686, Halsey-Harrisburg Section, in connection with Federal Aid Project No. SN-U-FAP 56-G (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by R. Alvick/GS

RECEIVED
AUG 14 1945
FOR FILING

56-G-1

August 7, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval is extra work order No. 4, covering the furnishing and placing of 147 lineal feet of 3/4-inch galvanized water pipe on the Halsey-Harrisburg Project, SN-U-FAP 56-G (1).

This work was tentatively approved by T. M. Davis by phone on August 6, 1945.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by R. Alvick/GS

Encl.

Form E-1—5M—6-44

✓

56 - G-1

## OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 4, 1945, 19

Section Halsey - Harrisburg

Kind of work Grading and Paving

Highway Pacific East

Section prefix 22-1111

Contractor Porter W. Yett

Contract number 2686

Date of contract June 14, 1944, 19

Date of completion Nov. 30, 1944, 19

Date work started July 5, 1944, 19

Estimated date of completion Aug 4, 1945, 19

Amount of contract $ 376,687

Per cent of time elapsed 417 245 / 170 %

Estimated cost of completed project, exclusive of engineering $ 385,000

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 25,185 , 7 %

Date project was completed 8-4-45, 19

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General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

PROGRESS BY CONTRACTOR

An average of seven trucks hauled 3/4"-0" shoulder material all week from the stockpile at the asphaltic concrete paving plant near Harrisburg. A power grader, roller and two water trucks were used in shaping up the shoulder material. The grading foreman and four men spent the week cleaning out at ends of culverts, finishing slopes and making general cleanup of the job.

In general the job is completed, but the completion date will not be established until the job has been accepted by Mr. Eason, Division Engineer.

RECEIVED
AUG 6 - 1945

NOTED
H. G. S.

Signed F. E.

Address Box 507, Eugene, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

Asph.-Conc.

| | GRADING | SURFACING | ~~MAINTENANCE/ MATERIALS~~ | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 8.80 | 8.80 | 7.9 | | |
| Miles partially completed | | | | | |
| Miles completed | 8.80 | 8.80 | 7.9 | | 0.93 Pavt |
| Total estimated quantities | 76,000 C.Y. | 53,500 C. Y. Base | 27,000 Tons | | |
| Estimated quantities moved or placed to date | 73,500 " | 49,770 " | 27,000 " | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | Time | Expired | | | |
| Number shifts per day | | 1 | | | |
| Hours per shift | | 8 | | | |
| Average force on project for week | | XXXX 21 | | | |

Percentages of men employed on contract to be secured from:

.......... County, ......%; .......... County, ......%; .......... County, ......%; .......... County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | 11 | | | | | 3 | 14 |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | 7 |
| Men and trucks over 3 tons | 7 | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ........, Crushing or screening plants ........

Compressors ........, Bulldozers ........, Sheep-foot rollers ........, Water Wagon — 2 ........, ........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair | | |
| Monday | " | | |
| Tuesday | " | | |
| Wednesday | " | | |
| Thursday | " | | |
| Friday | " | | |
| Saturday | " | | |

RECEIVED
JUL 12 1945
FOR FILING

56-G-1

July 11, 1945

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

The State Highway Commission, at its meeting on July 9, 1945, granted you the extension of time requested, from November 30, 1944, to August 15, 1945, without penalty, in connection with contract No. 2686 for grading and paving on the Halsey-Harrisburg Section of the Pacific Highway East in Linn County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

gh

cc: F. D. Eason
Division Engineer

RECEIVED
JUL 19 1945
FOR FILING

56-G-1

July 10, 1945

Northwest Casualty Company
244 Pacific Building
Portland 4, Oregon

Attention: Floyd E. Stuckrath, Manager

Dear Sir:

Reference is made to your communication of June 28 which was addressed to our District Maintenance Superintendent, Mr. E. W. Smith, at Corvallis, requesting certain information in connection with an accident which occurred on June 6, 1945 near Tangent.

Mr. Smith reports that according to the inspector and the Foreman, the party flagging traffic at the scene of the accident was a young lady by the name of Margret Wade, of Harrisburg, Oregon. She was employed by the Contractor, Porter Yett, 6600 N. E. Ainsworth St., Portland 13, Oregon.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:lk

FORM E-30 25M 4-45

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1945

SUBJECT:

RECEIVED
JUL 9 1945
OFFICE OF
MAINTENANCE ENGINEER

To:

Mr. E. A. Collier,
Maintenance Engineer.

Dear Sir:

Herewith correspondence from Mr. Smith and the Northwest Casualty Company requesting information in connection with an accident that occurred on the Pacific Highway south of Halsey. Mr. Smith has supplied the information as to the name of the young lady flagman and his statements are correct that the flagging operation was in connection with the contract work of Porter Yett covering the Halsey-Harrisburg Section.

This matter is referred through you so that Mr. McCullough may communicate with the Northwest Casualty Company as he may see fit.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM

REFERRED TO
McCullough
BY MAINTENANCE ENGINEER

FORM E-30 2M 5-44

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Corvallis, Oregon
July 2,1945

RECEIVED
JUL 9 1945
OFFICE OF
MAINTENANCE ENGINEER

SUBJECT:

To:
F. B. Eason
Division Engineer
Salem, Oregon

Dear Sir:

We are enclosing a letter and envelope received from the North West Casualty Co, of Portland, Oregon requesting information concerning an accident which occurred on June 6th about 2 miles south of Halsey, on 99E.

According to the inspector and the Foreman, the party flagging traffic at the scene of the accident was a Young lady by the name of Margret Wade, address, Harrisburg, Oregon. She was employed by the Contractor, Porter Yett, 6500 N.E. Ainsworth St. ,Portland 13, Oregon.

Very truly yours,

R. M. Smith-D. M. S

RMS/bmm
Enc.

NORTHWEST CASUALTY COMPANY

OREGON DEPARTMENT • 234 PACIFIC BUILDING • ATWATER 3171 •

PORTLAND 4

June 28, 1945

RECEIVED
JUL 9 1945
OFFICE OF
MAINTENANCE ENGINEER

Mr. R. M. Smith
District Maintenance Superintendent
Oregon State Highway Department
Corvallis, Oregon

Re: Policy No. 813-6076
Grange Oil Company, Insured
Accident 6-6-45, Near Halsey, Oregon.

Dear Mr. Smith:

We carry the insurance on a truck owned by the Grange Oil Company at Tangent, Oregon, and on June 6, 1945, about 12:15 P. M., this truck was involved in an accident about two miles south of Halsey on Highway No. 99E, while the truck was being driven by a Mr. W. D. Drew.

Mr. Drew states he was traveling north when he was flagged to stop by a state highway department flag man. After he stopped, a car driven by a Mr. Pattello which was going north behind the truck ran into the rear end of the truck.

Mr. Drew failed to obtain the name of the flag man, and I was informed by the Portland Office of the Highway Department that you might be able to assist me in obtaining the flag man's name since they all operate under your jurisdiction. If you can find out the name of this flag man and furnish it to us by using the attached self-addressed envelope, it will be greatly appreciated.

Yours very truly,

PORTLAND CLAIMS DEPARTMENT

Floyd H. Stuckrath

Floyd H. Stuckrath, Manager

FHS:ls
cc: Davis Ins. Agcy.
cc: Grange Oil Company
Mr. W. D. Drew

RECEIVED
JUN 25 1945
FOR FILING

56-G-1

June 23, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval is Order for Extra Work No. 3, covering the replacement of wooden sidewalks on side streets in the town of Halsey in connection with the Halsey-Harrisburg Project, SN-U-FAP 56-G (1).

Due to the grade change of the street through Halsey, it was necessary to remove sections of the old wooden walk on side streets, and make fills to conform with the grade of the new concrete walks to be placed parallel to the highway. The City Council of Halsey has requested that the wooden walks be replaced.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

RECEIVED
JUN 9 - 1945
FOR FILING

56 G-1

June 8, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In regard to the extension of time for Porter W. Yett on Oregon SN-U-FAP 56-G(1), Halsey-Harrisburg Section, I do not question that Porter Yett will finish his contract long before August 15, but we are asking for that date to cover any eventualities. Our attorney has raised some question as to whether we have the right to allow a contractor to proceed after the expiration date without notifying the surety, and he has also given the opinion that a contract should not be accepted or considered finished until the contractor has cleaned up his plant site and removed his equipment.

In order to cover all the eventualities, it is necessary for us to advise the contractor to ask for an extension of time about two months before his time actually expires if we feel there is the slightest doubt of his completing on time. In the present instance, the contractor was requested to ask for the extension some time last winter and, of course, we wanted him to request time enough to cover the completion of his job, the removal of his plant, et cetera.

Yett is pushing his paving to the full capacity of his plant and we expect it to be completed by July 1. He should then be able to complete his incidental work by July 15.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:NI

cc Mr. H. G. Smith

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

June 6, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of May 25, 1945, requesting our concurrence in an extension of time, without penalty, from November 30, 1944, to August 15, 1945, to Porter W. Yett, contractor on Oregon SN-U-FAP 56-G(1), Halsey-Harrisburg Section.

While undoubtedly the contractor was authorized to shut down paving operations during the winter, it would seem that if the contractor prosecutes the remaining work vigorously he should be able to complete his contract before August 15, 1945.

Before acting on your request, we would appreciate advice as to why this contract cannot be finished earlier than the date indicated, particularily in view of the nature of this project.

Very truly yours,

W. H. LYNCH
Division Engineer

By T M Davis
T. M. Davis
Senior Highway Engineer

RECEIVED
JUN 7 1945
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JUN 7 1945
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 29 1945
FOR FILING
56-G-1

May 25th, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time to Porter W. Yott on his Contract No. [illegible], Halsey-Harrisburg Section of the Pacific Highway East, [illegible]-U-FAP 56-G(1), from November 30th, 1944 to August 15th, 1945.

Last fall it was considered advisable to authorize the contractor to shut down operations and not finish the block pavement during the winter weather. This was rendered more logical since the bridges were not completed, and continuous operations could not have taken place. The action of the old pavement has confirmed our opinion, and we have taken advantage of the delay to pump asphalt under all the bad joints and are convinced the delay has resulted in a much better job.

In addition, there were numerous complications in the City of Halsey with respect to sidewalks which we have been able to iron out during the winter.

I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

R

cc to: H. G. Smith

RECEIVED
FOR FILING

56-G-1

May 21, 1945

Mr. E. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is Order for Extra Work No. 2, covering removal of concrete curb and small concrete island on the Halsey-Harrisburg Project, SN-U-FAP 56-G (1).

Tentative approval of this work was obtained from Mr. T. M. Davis of your office in telephone conversation of May 17.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

RECEIVED
FOR FILING

56-6-1

Cross Referenced to
Const
Projects
Experiments

**OREGON STATE HIGHWAY COMMISSION**

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
May 21, 1945

SUBJECT: Asphalt Sub-sealing for
Concrete Stabilization

To:

F. D. Eason
Division Engineer
State Highway Department

Cross Referenced to
Maint.
Highways
Pacific Hwy East

NOTED
State Highway Engineer

Dear Sir:

I have received a copy of Mr. R. M. Smith's report to you on the use of asphalt to stop pumping of concrete slabs between Halsey and Harrisburg. This is a good report and the improvement reported previously is very encouraging. Mr. Smith reported that many of the slabs which pumped under the trucks immediately prior to the asphalt treatment showed no signs of pumping immediately after the asphalt had been pumped under the slabs. He followed a number of trucks and watched this action before and after this treatment. I am sending a copy of this report to Mr. H. G. Smith and Mr. Baldock.

Very truly yours,

E. A. Collier

E. A. Collier
Maintenance Engineer

EAC:FW

cc R. H. Baldock ✓
H. G. Smith
~~F. D. Eason~~
R. M. Smith

FORM E-30 25M 4-43

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

COPY

Corvallis, Oregon
May 16, 1945

SUBJECT: Asphalt sub-sealing for concrete stabilization

To: F. D. Eason
Division Engineer
State Highway Dept.
Salem, Oregon

Dear Sir:

The following is a report of asphalt sub-sealing performed by the Albany section maintenance crew on the east half of the Pacific Highway between Halsey and Harrisburg. The west portion had received a thin leveling course of asphalt plant mix the previous year which rendered it uneconomical to attempt to treat that half.

1. Limits of work-Station 956 + 35 to 1350 + 61.3
2. Length of section-494 stations (9.36 miles)
3. Total number of cracks and joints- 3820 approx.
4. Total number of cracks and joints treated- 453 on east half of roadway.
5. Gallons of asphalt used- 2680
6. Average gallons per joint- 5.9
7. Number of men on crew- 6
8. Number of days worked- 14
9. Best days work- 81 joints treated in one day.
10. Total money spent- $1193.00
11. Average cost per joint- $2.63
12. Average cost per day- $85.21
13. Results: The apparent results- good; with improvements and experience this method of repairing deformed concrete pavement appears to hold considerable promise. Between cracks 1165 + 63.3 and 1165 + 69.8 we lifted the concrete slab to check the results of this method of treatment and found the asphalt had filled every seam and void and even extended beyond and under the adjacent sections.
14. Equipment- One Air Compressor, Two Aeroil asphalt kettles, three light trucks, one jack hammer and air hose. One of the asphalt kettles was equipped with a small Briggs Straton model B gas motor which was used for the pumping work.

If at some time in the future we wish to determine the success of this operation, your attention is directed to the section between stations 1156 + 086 and 1167 + 73, a distance of 1164. 4 feet where every crack and joint was treated.

Very truly yours,

R.M.S./bmm

R. M. Smith - Dist. Maint. Supt.

FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FAP 56-G(1)

May 21, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-U-FAP 56-G(1)
Halsey-Harrisburg Section
Pacific Highway.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
~~Division~~ Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
MAY 2? 1945
OREGON
STATE HIGHWAY COMMISSION

Kon

WAYpr 20510

Form P. R. 2

State Oregon

Federal Aid Project No. SS-E-FAP 56-G(1)

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of February, 1945

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: and the Defense Highway Act of 1941

Whereas the Highway Department of said State submitted on the 27th day of January, 1939, a revised project statement, which was approved on the 5th day of April, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section G(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 26th day of April 1944; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of three hundred eighty-two thousand, three hundred fifty and 00/100 dollars ($382,350.00) as the share of the United States payable under said act on account of Section G(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11370

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 520, laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources Funds made available under Section 4(b) of the Defense Highway Act of 1941, approved November 19, 1941 (Public Law 295 - 77th Congress). (State how placed under direct control of Highway Department)

## ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 906+55, in Halsey, Section 1, T. 14 S., R. 4 W., and survey station 1352+00, near Harrisburg, in Section 10, T. 15 S., R. 4 W., W.M.

, length 8.425 miles, in Linn County, being Section C(1) of Oregon Federal Aid project No. [illegible] FAP/56, consisting of 8.340 miles of roadway and 4 bridges, each of more than 20 feet clear span, 0.085 of a mile in length.

16—11379 GPO

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

16—11379

This project is located on the strategic network of highways and is subject to certain provisions of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.)

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section G(1) of said project shall not in any event exceed the sum of three hundred eighty-two thousand, three hundred fifty and 00/100 dollars ($382,350.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of four hundred seventy-four thousand, six hundred thirteen and 95/100 dollars ($474,613.95), the approved total estimated cost of Section G(1) of said project.

## PAYMENTS

Article V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

## MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of APR 20 1945, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By Arthur W Schaupp
Member, State Highway Commission
(Title of officer)

By ________
Member, State Highway Commission
(Title of officer)

By ________
________
(Title of officer)

By ________
________
(Title of officer)

RECOMMENDED FOR APPROVAL:
________
STATE HIGHWAY ENGINEER

Attest H B Glaisyer
SECRETARY

FEDERAL WORKS ADMINISTRATOR,

By H J McLeary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11370

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)*

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. [illegible]-U-FAP 56-0(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 474,613.95 as the total estimated cost of said project, and the sum of $ 382,350.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ........ day of ........................................ one thousand nine hundred and APR 20 1945.

Federal Works Administrator,

By H. J. O'Leary
*Acting Commissioner of Public Roads.*

U. S. GOVERNMENT PRINTING OFFICE 10—10139

RECEIVED
[illegible] 28 1945
FOR FILING

56 G-1

May 11, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is Order for Extra Work No. 1, covering emergency work in removing unstable spots in old pavement and making repairs to same on the Halsey-Harrisburg Project, SN-U-FAP 56-G (1).

Tentative approval for this work was obtained from Mr. T. M. Davis of your office in telephone conversation of May 7, 1945.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

RECEIVED
APR 24 1945
FOR FILING

56-G-1

April 20, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is price agreement No. 8, covering the construction of standard type concrete sidewalk in the town of Halsey, in connection with the Halsey-Harrisburg Project, SN-U-FAP 56-G (1).

This agreement covers the replacement in kind of sidewalk on west side of street and substitution of concrete for blacktop walks on east side of street.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

RECEIVED
APR 24 1945
FOR FILING

56-G-1

April 20, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is price agreement No. 7, covering the furnishing, hauling and placing of selected pit-run gravel to backfill behind curbs for sidewalk base in town of Halsey, in connection with the Halsey-Harrisburg Project, SN-U-FAP 56-G (1).

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

RECEIVED
APR [illegible] 1945
FOR FILING

56-G-1

OM

File

April 18, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to State force work order, copy of which was returned with our recommendation for approval on April 13, covering the use of 200-300 penetration asphalt under the existing concrete cement pavement for the purpose of preventing pumping, Oregon project SN-U-FAP 56-G(1), Halsey-Harrisburg.

For your information in connection with the work, we are enclosing a copy of memorandum from Mr. Walton to Mr. Radzikowski, covering the method used in several of the States.

Very truly yours,

W. H. LYNCH
Division Engineer

By:

L. J. Caufield
Senior Highway Engineer

Encl.

Original memo to [illegible]

RECEIVED
APR 19 1945
FOR FILING

56-G-1

April 12, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is Price Agreement No. 6, covering the furnishing and placing of selected gravel materials in fills at incompleted westerly portion of approaches to bridge ends on the Halsey-Harrisburg Project, SN-U-FAP 56-G (1).

This work was tentatively approved by Mr. T. M. Davis of your office in telephone conversation of April 10.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

RECEIVED
APR 20 1945
FOR FILING

56-G-1

April 12, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is Order for State Force Work, covering the furnishing and placing of selected gravel material for embankment and filling back of curb in the Town of Halsey on the Halsey-Harrisburg Project, SH-U-FAP 56-G (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

RECEIVED
APR 19 1945
FOR FILING

56-G-1

April 10, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is Order for State Force Work covering the pumping of 200-300 penetration asphalt under rocking concrete slabs on the Halsey-Harrisburg Project, SN-U-FAP 56-B (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 6, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon SN-U-FAP 56-G(1), Halsey-Harrisburg Section of the Pacific Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
FEB 8 - 1945
OREGON
STATE HIGHWAY COMMISSION

J

RECEIVED
JAN 30 1945
FOR FILING

56-G-1

January 26, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of January 24, 1945, we are enclosing three copies of right of way statement for the Halsey-Harrisburg Section, Project No. SN-U-FAP 56-G (1).

The copies of encroachment resolution concerning the portion of the project within the City of Halsey will be sent later.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. W. Nash/GS

Encl.

## HALSEY-HARRISBURG SECTION

## PROJECT NO. SN-U-FAP 56-D (1)

All necessary rights of way have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

June 14, 1944

56G-1

January 26, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of January 24, 1945, we are enclosing three copies of right of way statement for the Halsey-Harrisburg Section, Project No. SN-U-FAP 56-G (1).

The copies of encroachment resolution concerning the portion of the project within the City of Halsey will be sent later.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. W. Nash/GS

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

56-G-1

January 24, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the proposed agreement estimate for Oregon Strategic Network Project SN-U-FAP 56-G(1), Halsey-Harrisburg Section of the Pacific Highway East, received with your letter of January 17, 1945.

We find in our files only Mr. Probert's conditional statement of April 18, 1944, regarding right of way. Will you please send us copies of the usual final statement, preferably as of not later than June 14, 1944, date of concurrence in awards, if such is the fact. We cannot act on the estimate until we have this statement to forward with it.

Will you also send us at your earliest convenience copies of customary encroachment resolution by the Halsey City Council.

Very truly yours,

W. H. LYNCH
District Engineer

By: LJ Caufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
JAN 25 1945
OREGON
STATE HIGHWAY COMMISSION

Mr. Probert:
Copy sent to Mr. Baldock

RECEIVED
JAN 20 1945
FOR FILING

56-G-1

January 17, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Halsey-Harrisburg Section, Project No. SN-U-FAP 56-G (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. W. Nash/GS

Encl.

Oregon State Highway Department

Strategic Highway Network
Project No. SN-U-FAP 56-B(1)

## HALSEY-HARRISBURG SECTION OF THE
## PACIFIC HIGHWAY EAST IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 15, 1945

| | | | | |
|---|---|---|---|---|
| All Required | | Lands, Rights of Way, Easements, Etc. | | $ 11,000.00 |

### CONSTRUCTION (INSIDE CITY OF HALSEY)

### 64' Dual Type Pavement (Sta. 986+95 to 999+64.8)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (3%) | | $ 360.00 |
| 2,450 | sq. yds. | Removal of Pavement | $ 0.70 | 1,715.00 |
| 50 | sq. yds. | Removal of Walks | 0.50 | 25.00 |
| 400 | cu. yds. | Trench Excavation, Unclassified | 2.00 | 800.00 |
| 4,400 | cu. yds. | General Excavation, Unclassified | 0.35 | 1,540.00 |
| 0.26 | mile | Finishing Roadbed and Slopes | 275.00 | 71.50 |
| 1,300 | lin. ft. | 18" Sewer Pipe | 0.95 | 1,235.00 |
| 40 | lin. ft. | 12" Concrete Pipe | 1.00 | 40.00 |
| 6 | only | Concrete Catch Basins | 45.00 | 270.00 |
| 70 | cu. yds. | Concrete Curbs | 20.00 | 1,400.00 |
| 1,900 | cu. yds. | 3" - 6" Material in Base | 0.70 | 1,330.00 |
| 270 | cu. yds. | 3/4" - 0" Material in Leveling Course and Shoulders | 1.60 | 432.00 |
| 180 | cu. yds. | 1" - 0" Material in Cushion Course | 1.60 | 288.00 |
| 40 | M-gals. | Sprinkling | 1.75 | 70.00 |
| 6,450 | sq. yds. | Portland Cement Concrete Pavement | 2.30 | 14,835.00 |
| 48 | lin. ft. | Expansion Joints in Pavement | 0.11 | 5.28 |
| 3,800 | lin. ft. | Contraction Joints | 0.015 | 57.00 |
| 48 | only | Dowel Bars | 0.40 | 19.20 |
| 2,100 | lbs. | Tie Bars and Reinforcement | 0.0482 | 101.22 |
| 700 | tons | Class "B" Asphaltic Concrete | 5.70 | 3,990.00 |
| 3 | tons | Furnishing and Placing Emulsified Asphalt in Seal Coat | 20.00 | 60.00 |
| 12 | tons | Furnishing and Placing Fine Aggregate in Seal Coat | 3.00 | 36.00 |
| | | Subtotal | | $ 28,680.20 |
| | | 10% Engr. & Cont. | | 2,868.02 |
| | | Total | | $ 31,548.22 |

Length of Roadway 0.255 mile
Cost per mile $123,718.50

**24' Concrete Pavement (Sta. 920+04.9 to 940+90)**

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (4%) | | $ 440.00 |
| 350 | sq. yds. | Removal of Pavement | $ 0.70 | 245.00 |
| All Required | | Removal of Concrete Box Culvert | | 100.00 |
| 50 | cu. yds. | Trench Excavation, Unclassified | 2.00 | 100.00 |
| 5,700 | cu. yds. | General Excavation, Unclassified | 0.35 | 1,995.00 |
| 7,700 | yd. sta. | Short Overhaul | 0.02 | 154.00 |
| 30 | C-yd. stas. | Long Overhaul | 0.30 | 9.00 |
| 0.39 | mile | Finishing Roadbed and Slopes | 275.00 | 107.25 |
| 90 | lin. ft. | 12" Concrete Pipe | 1.00 | 90.00 |
| 40 | lin. ft. | 18" Concrete Pipe | 2.10 | 84.00 |
| 200 | lin. ft. | 24" Concrete Pipe | 3.25 | 650.00 |
| 2,650 | cu. yds. | 3" - 0" Material in Base | 0.70 | 1,855.00 |
| 380 | cu. yds. | 3/4" - 0" Material in Leveling Course and Shoulders | 1.60 | 608.00 |
| 160 | cu. yds. | ½" - 0" Material in Cushion Course | 1.60 | 256.00 |
| 50 | M-gals. | Sprinkling | 1.75 | 87.50 |
| 5,600 | sq. yds. | Portland Cement Concrete Pavement | 2.30 | 12,880.00 |
| 48 | lin. ft. | Expansion Joints in Pavement | 0.11 | 5.28 |
| 3,350 | lin. ft. | Contraction Joints | 0.015 | 50.25 |
| 48 | only | Dowel Bars | 0.40 | 19.20 |
| 1,850 | lbs. | Tie Bars and Reinforcement | 0.0482 | 89.17 |
| 35 | tons | Class "B" Asphaltic Concrete | 5.70 | 199.50 |
| | | | Subtotal | $ 20,024.15 |
| | | | 10% Engr. & Cont. | 2,002.41 |
| | | | Total | $ 22,026.56 |

Length of Roadway 0.395 mile
Cost per mile $ 55,763.44

## CONSTRUCTION (OUTSIDE CITY)

**24' Concrete Pavement (Sta. 940+90 to 954+13.5)**

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (3%) | | $ 360.00 |
| 1,700 | sq. yds. | Removal of Pavement | $ 0.70 | 1,190.00 |
| 20 | cu. yds. | Trench Excavation, Unclassified | 2.00 | 40.00 |
| 2,000 | cu. yds. | General Excavation, Unclassified | 0.35 | 700.00 |
| 2,600 | yd. stas. | Short Overhaul | 0.02 | 52.00 |
| 10 | C-yd. stas. | Long Overhaul | 0.30 | 3.00 |
| 0.25 | mile | Finishing Roadbed and Slopes | 275.00 | 68.75 |
| 70 | lin. ft. | 12" Concrete Pipe | 1.00 | 70.00 |
| 1,650 | cu. yds. | 3" - 0" Material in Base | 0.70 | 1,155.00 |
| 250 | cu. yds. | 3/4" - 0" Material in Leveling Course and Shoulders | 1.60 | 400.00 |
| 110 | cu. yds. | ½" - 0" Material in Cushion Course | 1.60 | 176.00 |

|  |  |  |  |  |
|---|---|---|---|---|
| 30 | M-gals. | Sprinkling | $ 1.75 | $ 52.50 |
| 3,550 | sq. yds. | Portland Cement Concrete Pavement | 2.30 | 8,165.00 |
| 24 | lin. ft. | Expansion Joints in Pavement | 0.11 | 2.64 |
| 2,150 | lin. ft. | Contraction Joints | 0.015 | 32.25 |
| 24 | only | Dowel Bars | 0.40 | 9.60 |
| 1,150 | lbs. | Tie Bars and Reinforcement | 0.0482 | 55.43 |
| 15 | tons | Class "B" Asphaltic Concrete | 5.70 | 85.50 |
| 30 | cu. yds. | Furnishing and Placing Aggregates | 3.50 | 105.00 |
| 2 | tons | Furnishing and Placing 150-200 Asphalt | 22.00 | 44.00 |
|  |  |  | Subtotal | $ 12,766.67 |
|  |  |  | 10% Engr. & Cont. | 1,276.66 |
|  |  |  | Total | $ 14,043.33 |
|  |  | Length of Roadway | 0.251 mile |  |
|  |  | Cost per mile | $ 55,949.52 |  |

24' Asphalt Pavement (Sta. 954+57.5 to 1352)

|  |  |  |  |  |
|---|---|---|---|---|
| All Required |  | Clearing and Grubbing (8¢) |  | $ 10,200.00 |
| 510 | cu. yds. | Trench Excavation, Unclassified | $ 2.00 | 1,020.00 |
| 62,500 | cu. yds. | General Excavation, Unclassified | 0.35 | 21,875.00 |
| 136,100 | yd. stas. | Short Overhaul | 0.02 | 2,722.00 |
| 7,860 | C-yd. stas. | Long Overhaul | 0.30 | 2,358.00 |
| 7.44 | miles | Finishing Roadbed and Slopes | 275.00 | 2,046.00 |
| 1,000 | lin. ft. | 12" Concrete Pipe | 1.00 | 1,000.00 |
| 560 | lin. ft. | 18" Concrete Pipe | 2.10 | 1,176.00 |
| 200 | lin. ft. | 24" Concrete Pipe | 3.25 | 650.00 |
| 200 | lin. ft. | 30" Concrete Pipe | 4.80 | 960.00 |
| 36 | lin. ft. | Salvaging Culvert Pipe | 0.75 | 27.00 |
| 20 | cu. yds. | Class "A" Concrete | 30.00 | 600.00 |
| 2,300 | lbs. | Metal Reinforcement | 0.0664 | 152.72 |
| 10 | cu. yds. | Concrete Curbs | 20.00 | 200.00 |
| 120 | sq. yds. | Concrete Walks | 1.80 | 216.00 |
| 44,600 | cu. yds. | 3" - 0" Material in Base | 0.70 | 31,220.00 |
| 7,300 | cu. yds. | 3/4" - 0" Material in Leveling Course and Shoulders | 1.60 | 11,680.00 |
| 1,050 | cu. yds. | ½" - 0" Material in Cushion Course | 1.60 | 1,680.00 |
| All Required |  | Salvaging Detour Surfacing |  | 500.00 |
| 930 | M-gals. | Sprinkling | 1.75 | 1,627.50 |
| 36,000 | sq. yds. | Portland Cement Concrete Base | 1.60 | 57,600.00 |
| 24,450 | tons | Class "B" Asphaltic Concrete | 5.70 | 139,365.00 |
| 91 | tons | Furnishing and Placing Emulsified Asphalt in Seal Coat | 20.00 | 1,820.00 |
| 410 | cu. yds. | Furnishing and Placing Fine Aggregate in Seal Coat | 3.00 | 1,230.00 |
| 1,670 | cu. yds. | Furnishing and Placing Aggregates | 3.50 | 5,845.00 |

| | | | | |
|---|---|---|---|---|
| 138 | tons | Furnishing and Placing 150-200 Asphalt | $ 22.00 | $ 3,036.00 |
| | | | Subtotal | $300,806.22 |
| | | | 10% Engr. & Cont. | 30,080.62 |
| | | | Total | $330,886.84 |
| | | Length | 7.439 miles | |
| | | Cost per mile | $44,480.01 | |

**Bridge** (Sta. 1103+37 to 1105+12)

| | | | | |
|---|---|---|---|---|
| All Required | | Remove Old Bridges and Provision for Traffic (35%) | | $ 3,500.00 |
| 24 | cu. yds. | Structural Excavation | $ 4.00 | 96.00 |
| 2,078 | lin. ft. | Furnish Treated Piling | 1.00 | 2,078.00 |
| 60 | only | Drive Treated Piling | 18.00 | 1,080.00 |
| 64.4 | M-FBM | Treated Lumber | 130.00 | 8,372.00 |
| 206 | cu. yds. | Class "A" Concrete | 22.00 | 4,532.00 |
| 44,000 | lbs. | Metal Reinforcement | 0.055 | 2,420.00 |
| | | | Subtotal | $ 22,078.00 |
| | | | 10% Engr. & Cont. | 2,207.80 |
| | | | Total | $ 24,285.80 |

**Bridge** (Sta. 1139+49 to 1139+91)

| | | | | |
|---|---|---|---|---|
| All Required | | Remove Old Bridges and Provision for Traffic (8%) | | $ 800.00 |
| 36 | cu. yds. | Structural Excavation | $ 4.00 | 144.00 |
| 631 | lin. ft. | Furnish Treated Piling | 1.00 | 631.00 |
| 28 | only | Drive Treated Piling | 18.00 | 504.00 |
| 18.2 | M-FBM | Treated Lumber | 130.00 | 2,366.00 |
| 60 | cu. yds. | Class "A" Concrete | 22.00 | 1,320.00 |
| 12,800 | lbs. | Metal Reinforcement | 0.055 | 704.00 |
| | | | Subtotal | $ 6,469.00 |
| | | | 10% Engr. & Cont. | 646.90 |
| | | | Total | $ 7,115.90 |

**Bridge** (Sta. 1190+78 to 1192+08)

| | | | | |
|---|---|---|---|---|
| All Required | | Remove Old Bridges and Provision for Traffic (44%) | | $ 4,400.00 |
| 24 | cu. yds. | Structural Excavation | $ 4.00 | 96.00 |
| 2,243 | lin. ft. | Furnish Treated Piling | 1.00 | 2,243.00 |
| 67 | only | Drive Treated Piling | 18.00 | 1,206.00 |
| 51.6 | M-FBM | Treated Lumber | 130.00 | 6,708.00 |

| | | | | |
|---|---|---|---|---|
| 195 | cu. yds. | Class "A" Concrete | $ 22.00 | $ 4,290.00 |
| 42,700 | lbs. | Metal Reinforcement | 0.055 | 2,348.50 |
| | | Subtotal | | $ 21,291.50 |
| | | 10% Engr. & Cont. | | 2,129.15 |
| | | Total | | $ 23,420.65 |

**Bridge (Sta. 1283+71 to 1284+34)**

| | | | | |
|---|---|---|---|---|
| All Required | | Remove Old Bridges and Provision for Traffic (13%) | | $ 1,300.00 |
| 36 | cu. yds. | Structural Excavation | $ 4.00 | 144.00 |
| 948 | lin. ft. | Furnish Treated Piling | 1.00 | 948.00 |
| 35 | only | Drive Treated Piling | 18.00 | 630.00 |
| 25.8 | M-FBM | Treated Lumber | 130.00 | 3,354.00 |
| 89 | cu. yds. | Class "A" Concrete | 22.00 | 1,958.00 |
| 18,500 | lbs. | Metal Reinforcement | 0.055 | 1,017.50 |
| | | Subtotal | | $ 9,351.50 |
| | | 10% Engr. & Cont. | | 935.15 |
| | | Total | | $ 10,286.65 |

Length of Bridges .085 mile

## SUMMARY OF FUNDS REQUESTED

| Item | Total Cost | Strategic Network Funds | State Funds |
|---|---|---|---|
| Rights of Way, Easements, Etc. | $ 11,000.00 | $ 6,820.00 | $ 4,180.00 |
| **Inside Raleigh** | | | |
| Roadway: | | | |
| 64' Dual Pavement | 31,548.22 | 25,554.00 | 5,994.22 |
| 24' Concrete Pavement | 22,026.56 | 17,842.00 | 4,184.56 |
| **Outside City** | | | |
| Roadway: | | | |
| 24' Concrete Pavement | 14,043.33 | 11,375.00 | 2,668.33 |
| 24' Asphalt Pavement | 330,886.84 | 268,020.00 | 62,866.84 |
| Bridges: | | | |
| Sta. 1104+85 | 24,285.80 | 19,672.00 | 4,613.80 |
| Sta. 1139+70 | 7,115.90 | 5,764.00 | 1,351.90 |
| Sta. 1181+45 | 23,420.65 | 18,971.00 | 4,449.65 |
| Sta. 1284+03 | 10,286.65 | 8,332.00 | 1,954.65 |
| | $474,613.95 | $382,350.00 | $92,263.95 |

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

FORM [illegible]

FOR FILING

56-G-1

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Dec. 15, 1944

SUBJECT:

To:

Mr. R. H. Baldock
Chief Engineer
Office

Specification being used for the preliminary leveling course on the Halsey-Harrisburg contract is as follows:

| | | Average | Sample from Job |
|---|---|---|---|
| On #10 | 46% - 70% | 58% | 58.2% |
| #10 - #200 | 20% - 48% | 34% | 32.6% |
| Pass #200 | 1% - 3% | 2% | 2.2% |
| Asphaltic cement | 4% - 8% | 6% | 7.0% |

All material crushed.

This is practically a 1/4" minus mix as set for the maintenance department for thin patching of concrete pavement.

This time of year, the asphaltic cement must be high and the filler, low to give as great adhesion as possible.

N M Finkbiner
N. M. Finkbiner
Engineer of Materials

Noted
RHB

NMF:js

RECEIVED
NOV 25 1944
FOR FILING

56-G-1

November 24, 1944.

Emergency Truck Tire Panel,
Office of Price Administration,
Bedell Bldg.,
Portland, Ore.

Attention - Mr. H. J. Hedrie

Gentlemen:

Edlefsen and Weygandt Co., Portland, Ore., is sub-contractor for Porter W. Yett, Contractor, who has a State Highway Contract #2686 in the amount of $376,000 for the grading and paving of 8.8 miles of the strategic Pacific Highway between Halsey and Harrisburg.

This section of highway is under heavy logging, lumber, agriculture and commercial traffic essential to the war program. Work was started on this project in July, 1944, and is now about 60% complete. It is imperative that the project be finished as soon as possible so that essential traffic will not be impeded.

This contract has been approved by the U. S. Army, the Public Roads Administration and the War Production Board, as essential to the War Program. A priority rating of AA-2 has been assigned for the procurement of repairs and operating supplies.

The sub-contractor who is hauling for Mr. Porter Yet is in urgent need of truck tires. We will appreciate it very much if you can rate this project sufficiently high so that Edlefsen-Weygandt can procure sufficient tires to complete this project.

Yours very truly,

C. B. McCULLOUGH,
Asst. State Highway Engineer.

H

RECEIVED
NOV 25 1944
FOR FILING

57a-G-1

November 24, 1944.

Emergency Truck Tire Panel,
Office of Price Administration,
Bedell Bldg.,
Portland, Ore.

Attention - J. H. Hedric

Gentlemen:

Porter W. Yett, Contractor, Portland, Ore., has a State Highway Contract No. 2686, in the amount of $376,000 for the grading and paving of 8.8 miles of the strategic Pacific Highway between Halsey and Harrisburg.

This section of highway is under heavy logging, lumber, agriculture and commercial traffic essential to the war program. Work was started on this project in July, 1944 and is now about 60% complete. It is imperative that the project be finished as soon as possible so that essential traffic will not be impeded.

This contract has been approved by the U. S. Army, the Public Roads Administration and the War Production Board as essential to the War Program. A priority rating of AA-2 has been assigned for the procurement of repairs and operating supplies.

The contractor is in urgent need of tires to keep his equipment in operation. We will appreciate it very much if you can rate this project sufficiently high so that Porter W. Yett can procure sufficient tires to complete this important project.

Yours very truly,

C. B. McCULLOUGH
Asst. State Highway Engineer.

H

56-G-1

NOTED
Asst. State Highway Engineer

September 30, 1944

RECEIVED
OCT 3 - 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of Laboratory Report No. 176716 covering pit run gravel from a pit 500 feet west of station 1199 to be used for gravel surfacing on Oregon Project SN-U-FAP 56-G(1).

We note that this material has a P.I. of 12 and L.L. of 34, and the recommendation states the material "is suitable for use if corrected."

We are much concerned about the high Plasticity Index of some of the materials used on recent projects and while previous reports on this pit have been satisfactory evidently there is some portion not so good as evidenced by this report. We would suggest that only the best portions of this pit be used.

Very truly yours,

W. H. LYNCH
District Engineer

By:

L. J. Caufield
Senior Highway Engineer

Original sent to Franklin 10-3-44

FORM [illegible]

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

FOR FILING

September 14, 1944

56-G-1

File

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is Order for State Force Work for pouring paving joints with asphalt on the Halsey-Harrisburg Project, SN-U-FAP 56-G (1).

This work was requested by your department.

Very truly yours,

R. H. Baldock SHP
State Highway Engineer

Dict. by J. Rhodes/GS

Encl.

RECEIVED
AUG 26 1944
FOR FILING

56-6-1

Salem, Oregon
August 25, 1944

Mr. R. G. Smith

I called Gage Haselton this morning and transmitted your message in regard to the minor lateral encroachments on the Halsey-Harrisburg highway. Mr. Haselton was very cooperative and said they would have no objection to these minor encroachments and, in his judgment, no written agreement was necessary. He is instructing his roadmaster accordingly.

Incidentally, he said they would probably ask for permission to remove the fence between their railroad and our right of way. Inasmuch as this fence is purely something for their own protection, I do not see that we could raise any objection; do you?

C. B. McCullough

CBM/k

RECEIVED

56-G-1

Cross Referenced to
Const
Projects
Experimental

Salem, Oregon
August 23, 1944

Cross Referenced to
Const
Fed Aid
Experimental
Project

Halsey-Harrisburg Section

Mr. E. G. Smith
Construction Engineer
Office

Dear Sir:

Specifications for the Halsey-Harrisburg pavement provide for a spacing of 1,000 feet between expansion joints. This applies in the northerly 4,785.5 feet of the project where the existing pavement is to be removed and new concrete pavement placed. The project was approved by the Public Roads Administration on an experimental basis contingent upon the placing of gauge points and the measuring of the movement of the expansion joints. The principal datum expected from these measurements is the action of the expansion joints on curves.

With this in view, a deviation from the 1,000-foot spacing was proposed and approval has been given for spacing as shown on the attached print. It is requested that you arrange for the installation of expansion joints as shown on this print. It is also requested that Mr. Paxson be advised as to progress on the job, so that he can arrange for installation of the necessary gauge points.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Attached
CAP GM
cc F. D. ~~Lyder~~ Eaton
E. E. Huphlette
G. S. Paxson

RECEIVED

56-G-1

Cross Referenced to
Const.
Projects
Experimental

Salem, Oregon
August 23, 1944

Halsey-Harrisburg Section

Cross Referenced to
Const.
Fed Aid
Experimental
Projects

Mr. E. G. Smith
Construction Engineer
Office

Dear Sir:

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With this in view, a deviation from the 1,000-foot spacing was proposed and approval has been given for spacing as shown on the attached print. It is requested that you arrange for the installation of expansion joints as shown on this print. It is also requested that Mr. Paxson be advised as to progress on the job, so that he can arrange for installation of the necessary gauge points.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Attached
GSP GM
cc F. D. ~~[illegible]~~ Eaton
E. E. Umphlette
G. S. Paxson

56-G-1

August 18, 1944

RECEIVED
AUG 1 9 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. McCullough's letter of June 13, 1944, relative to dividing the section of concrete pavement into six sections, 1045, 405, 1583, 144, 1581 and 27 feet in length on Oregon SN-U-FAP 56-G(1), the Halsey-Harrisburg Section. These spacings were to measure longitudinal displacements at the ends of these sections as the pavement expands.

While this measurement of longitudinal movement at the ends of the six sections of various lengths is essentially a duplication in a small way of observations being made on the Lombard-Killingsworth section, the data obtained may serve to supplement those observations. However, probably the behavior of the pavement will be influenced by the time of year placed and other conditions unique to this project.

Probably a project with a greater range of curvature would provide more information as to the lateral displacement on curves since only two 1° curves are involved on this project.

While the value of this concrete pavement as an experiment will be limited, your proposal, as suggested in your letter above referred to, has been approved.

Very truly yours,

W. H. LYNCH
District Engineer

By:

L. J. Caufield
Senior Highway Engineer

File

Original sent to Parson & Probert + Smith for their information 8/19
Mc

M

RECEIVED
JUL [illegible] 1944
FOR [illegible]

52-4-1

July 5, 1944.

Pacific Telephone and Telegraph Co.,
Eugene, Oregon.

Attention - Manager

Gentlemen:

Porter W. Yett, Contractor, was awarded a $400,000 State Highway contract No. 2686, June 14, 1944. This contract is for the widening, resurfacing, and paving of the Halsey-Harrisburg Section of the Strategic Pacific Highway. The project has been approved by the Army, the War Production Board, and the Public Roads Administration as very essential to the war program.

It is essential that work on this project be rushed to completion as soon as possible so that the movement of troops, army material and traffic essential to the war effort will not be impeded.

Mr. Yett desires a telephone to facilitate the ordering of labor, material and supplies and to keep in contact with his Portland main office. The telephone will also be used by the Oregon State Highway Resident Engineer who will be located on the project.

We will appreciate your assistance in helping Mr. Yett procure the telephone service he needs.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

H

M

RECEIVED
JUL 10 1944
FOR FILING

57-56-1

July 8, 1944

Porter W. Yett
Contractor
6500 N. E. Ainsworth
Portland 13, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2666 which was awarded to you on June 14, 1944, by the State Highway Commission, covering grading and paving on the Halsey-Harrisburg Section of the Pacific Highway East. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

mh

RECEIVED
JUN 23 1944
FOR FILING

56-C-1

Cont 2686

June 22, 1944

Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland 4, Oregon

Gentlemen:

I am returning to you herewith certificate of appointment of H. F. Westenfelder and Mona Austin joint Attorneys-in-Fact for the Continental Casualty Company which accompanied the four copies of the Porter W. Yett Contract No. 2686 covering the construction of the Halsey-Harrisburg Section of the Pacific Highway East which I received in this morning's mail.

It has been the practice of the State Highway Commission to have the State Insurance Commissioner pass on the Highway Commission's contract bonds. In this particular instance, the Insurance Commissioner will not stamp his approval on the bond that you wrote for Mr. Yett because the certificate of the power of attorney for Mr. Westenfelder and Mona Austin has not been filed in his office.

It is my understanding that the Insurance Commissioner will accept the enclosed certificate if you will present it to him accompanied by the customary fee. We would appreciate your taking care of this matter as soon as possible. In the meantime, I am holding the contracts in my office inasmuch as it is contrary to our policy to present them to the Highway Commission for execution until the bond has been approved by the Insurance Commissioner.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:vbh

RECEIVED
JUN 2 1944
FOR F

56-G-1

File

June 15, 1944

NOTED
C. B. [illegible]

Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Gentlemen:

Subject: Halsey-Harrisburg Section
[illegible] 56-G (1)

Further reference is made to your letter of June 8 approving a spacing of 1000 feet for expansion joints on an experimental basis on the above project.

We already have two projects in which detailed measurements have been made of construction joint behavior with relatively long spacing between expansion joints. One of these is a State project on which the detailed data will be published in the near future. The second project, which is cooperative with your organization, is the Lombard-Killingsworth Section in Portland. We do not believe it worth-while to repeat the construction joint measurements on this project. We are of the opinion that observation of the displacement on curves will yield the most valuable information that is to be gained from this project.

Except for 4785.5 feet at the north end, this project is an asphaltic concrete resurfacing and widening job. The widening has a lean concrete base with from 1 inch to 4 inches of asphaltic concrete over it. There are no joints in the concrete base, and no observations or measurements are practical.

Unfortunately there are no vertical curves in the 4785.5 feet of concrete pavement at the north end. There are, however, two 1 degree curves with 400-foot spirals separated by a 144.55-foot tangent. The northerly 1045 feet of the project is a 4-lane city section with 6-foot asphaltic concrete parking lane on each side.

We propose to place bronze gauge points at each side of each expansion joint at the locations shown in Figure 1. While this departs widely from the 1000-foot spacing proposed, it would seem to promise the best experimental results. The details of the installation and method of measurement are shown in Figures 2 and 3.

These measurements will give sufficient data on the opening and closing of expansion joints. Similar installations will be made at each end of the 4756.5-foot section. The gauge points beyond the ends of the new concrete pavement will be set in concrete monuments whose tops are flush with the pavement.

To measure the lateral displacement of the pavement on the curves, we will place concrete monuments opposite each expansion joint and at three other points on each curve as shown on Figures 1 and 2. Measurements of angle and distance to the gauge points will show any displacement which may occur.

For your convenient reference we are sending, under separate cover, prints showing typical sections and the plan and profile of the northerly 4785.5 feet of the project.

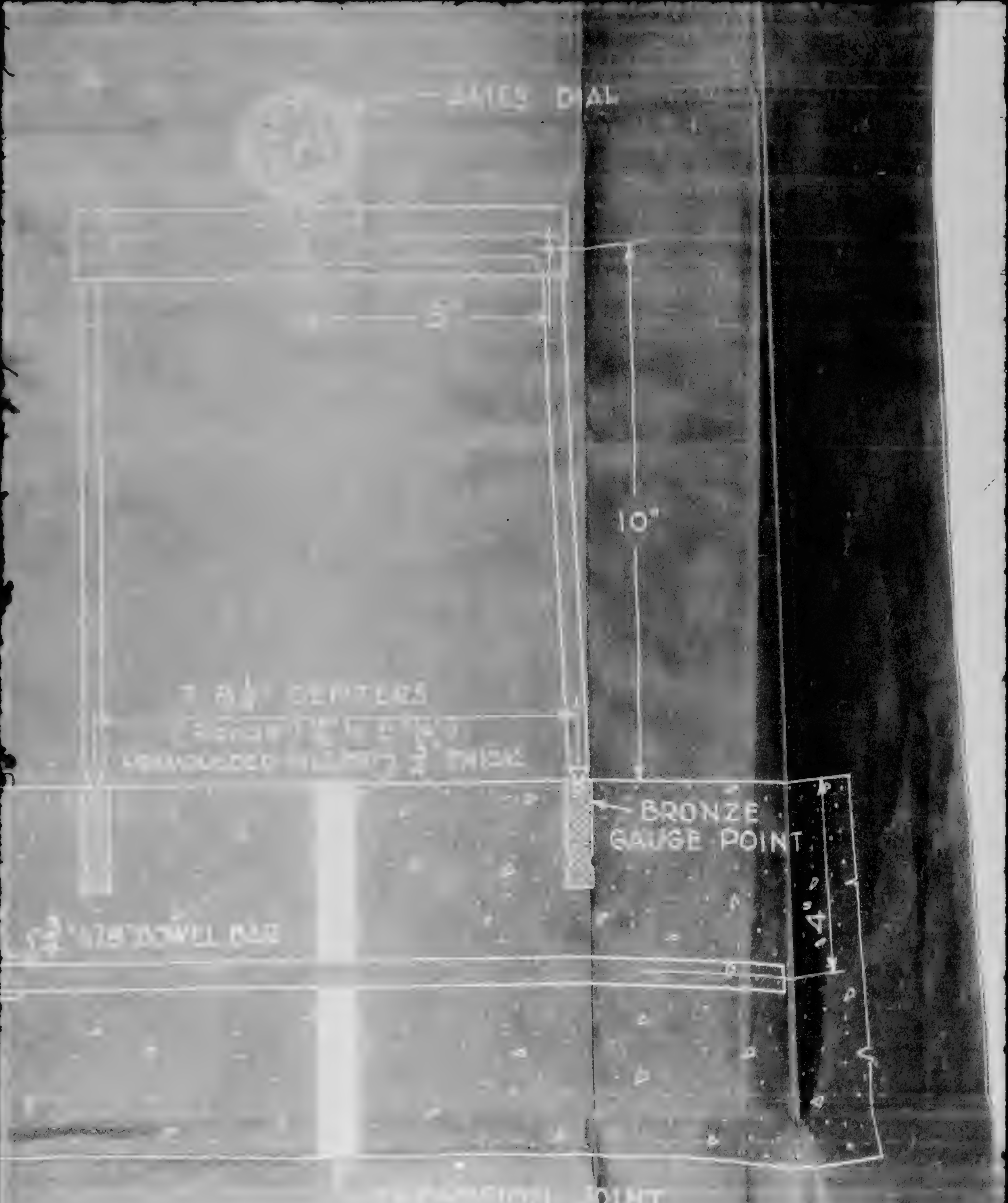
We are, of course, anxious to get all the information which this experimental project has in it and would welcome any suggestions that you may have to offer.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

GSP GM
Enclosures

cc G. S. Paxson


AMES DIAL
5"
10"
CENTERS
THICK
BRONZE
GAUGE POINT
4"
DOWEL BAR
EXPANSION JOINT

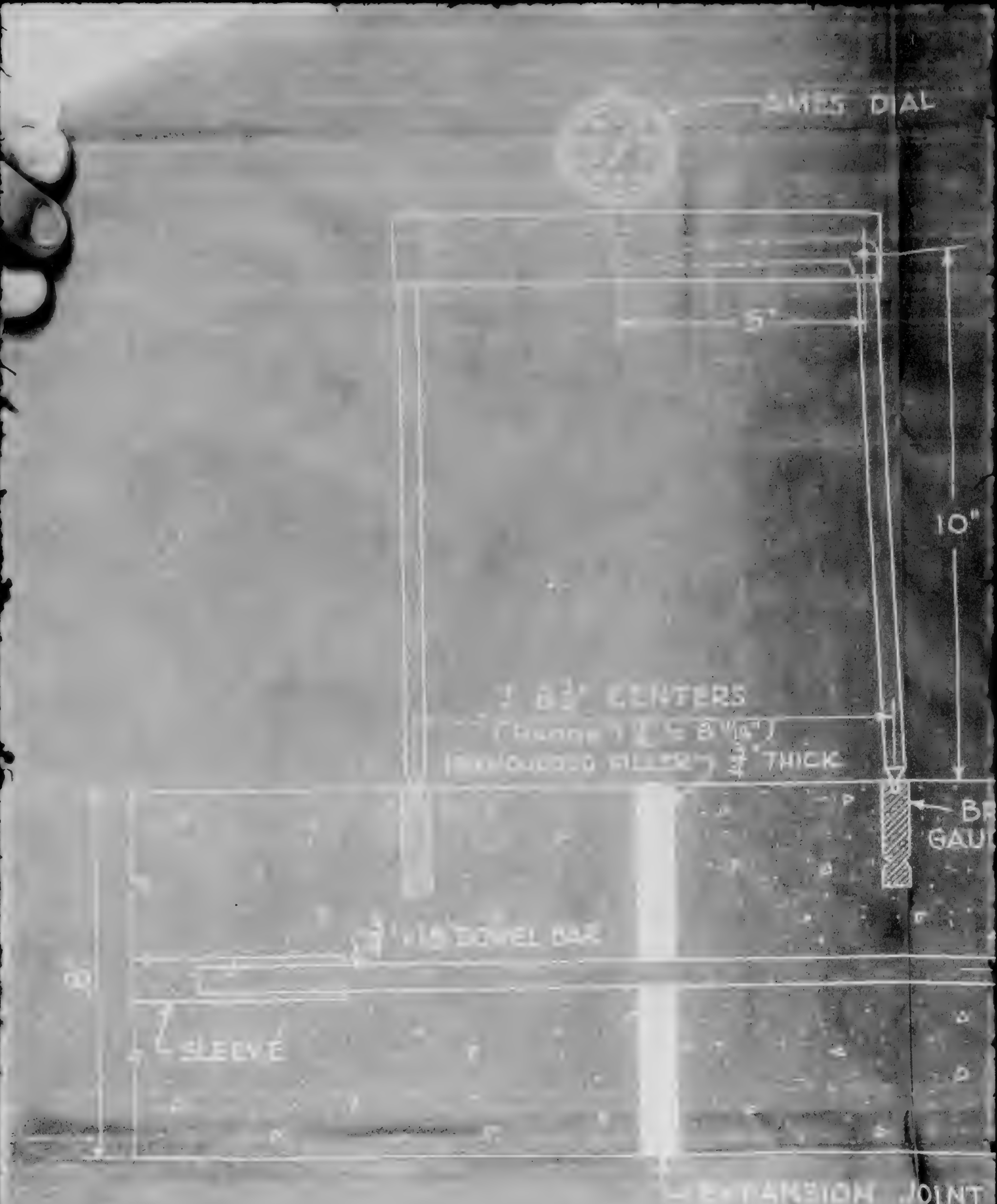


FIGURE 3
METHOD OF MEASURING
EXPANSION JOINT MOVEMENT

RECEIVED
JUN 1? 1944
FOR F[illegible]

SH-U-7AP 56-C-1

June 15, 1944

Mr. Porter W. Yett
6900 N.E. Ainsworth Street
Portland, 13, Oregon

Dear Mr. Yett:

This is simply to inform you that the State Highway Commission at its meeting yesterday, June 14, 1944, awarded to you the contract for the construction of the Halsey-Harrisburg Section of the Pacific Highway East, Linn County, for which you submitted the low bid in the amount of $376,487.24, based on the use of asphalt.

Contract forms will be forwarded to you shortly for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:mh
cc: C. H. Probert
G. S. Paxson

RECEIVED
JUN 16 1944
FOR [illegible]

SN-U-7AP 56-6-1

June 15, 1944

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2686, which was awarded to you by the State Highway Commission on June 14, 1944 covering grading and paving of the Halsey-Harrisburg Section of the Pacific Highway East in Linn County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREGON

56 G (1)

June 14, 1944

# 2686

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon SH-U-FAP 56-G(1), Halsey-Harrisburg Section of the Pacific Highway East, to Porter W. Yett, Portland, Oregon, who submitted the low bid on the basis of using asphalt.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
JUN 16 1944
OREGON
STATE HIGHWAY COMMISSION

2

RECEIVED
JUN [illegible] 1944
FOR [illegible]

36-G-1

June 3, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

As a follow-up on the suggestion that a five-sack mix concrete be used in the 7-inch base proposed to be constructed on the Halsey-Harrisburg Section, we have made some computations of required slab thicknesses for different mixes of concretes, using the Frank T. Sheets formula together with surface pressure information developed by R. D. Bradbury and Bernard E. Grey. These computations indicate that the 4-sack mix originally planned to be used would require, for complete safety, a slab thickness of 7½ inches, and that the 5-sack mix suggested would require a thickness of only 6-3/4 inches. According to the computations, the mix exactly suited to a 7-inch slab thickness, which is the thickness planned for the Halsey-Harrisburg Project, is a 4½-sack mix.

We do not consider the computations referred to to be conclusive or proof positive, but inasmuch as they do support the recommendation that a mix richer than 4-sack be used, and are reasonably in line with our own judgment, we are willing to be guided by them to the extent of specifying a 4½-sack mix for the Halsey-Harrisburg Project.

The fact that 5-sack mix concrete is regularly used in some states in their standard 9" - 7" - 9" concrete pavement without bituminous cover seems to us to be rather conclusive evidence that a 5-sack mix is unnecessary in a 7" slab protected by 3 inches of asphaltic concrete. Nothing in our experience causes us to doubt the adequacy of a 4½-sack mix under a cover of that kind.

Three sets of the computations mentioned herein are being sent herewith. Special provision sheets revised to specify the 4½-sack mix for the Halsey-Harrisburg Project will be submitted later.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

POST OFFICE BUILDING
PORTLAND 5, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

June 9, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of June 3 commenting further on the matter of using a 4.5-sack per cubic yard mix for the 7" cement concrete base course on Oregon SN-G-FAP 56-G(1), the Halsey-Harrisburg Section.

The design now proposed, which provides for 4" of gravel, a 4.5-sack mix base course 7" thick, to be topped with 3" of asphaltic concrete, is considered satisfactory and will be recommended for approval.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

RECEIVED
JUN 10 1944
STATE HIGHWAY COMMISSION

56-G-1

| CLASS OF SERVICE |
|---|
| This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address. |

# WESTERN UNION

(55)

A. N. WILLIAMS
PRESIDENT

1201

| SYMBOLS |
|---|
| DL=Day Letter |
| NL=Night Letter |
| LC=Deferred Cable |
| NLT=Cable Night Letter |
| Ship Radiogram |

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

RXPRQ133 29 GOVT=PORTLAND ORG 2 1047A

R H BALDOCK=

1944 JUN 2 AM 11 14

STATE HIGHWAY ENGINEER SM=

56 Halsey-Harrisburg

OREGON SN-U-FAP-G(1) AND 105-B(3) INCLUDING BRIDGES APPROVED BY WAR PRODUCTION BOARD AND CERTIFICATE FOR PRIORITY ASSISTANCE WILL BE ISSUED SHORTLY. YOU ARE HER EBY AUTHORIZED TO ADVERTISE=

:LYNCH.

56

SN-U-FAP-G(1) 105-B(3).

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
FOR FILING

56-G (1)

June 2, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our wire of today advising approval of the Halsey-Harrisburg project, SN-U-FAP 56-G(1) and 105-B(3), and authorizing advertising.

It will be necessary that revisions be made in the special provisions covering the following:

A requirement providing for hiring by the contractor in conformance with our letter of April 20. ✓

Specify a tack coat ahead of the placing of the asphaltic concrete mix as covered in Item 2 of our letter of April 21 and your reply of April 24. On old Pavt. only

Provide for tie bars in the cement concrete pavement as mentioned under Item 6 of our letter of April 21. This should also be shown on the plan sheet. ✓

Concurrence in award will be subject to certification that right of entry has been obtained with respect to rights of way not acquired.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
JUN 3 1944
OREGON
STATE HIGHWAY COMMISSION

FOR FILING

56-G-1

April 24, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

With reference to comments Nos. 1 to 7 in your letter concerning P.S.& E. for Oregon SN-U-FAP 56-G(1):

1. This specification will be incorporated.

2. We will arrange to fill such cracks as are not now filled, by employing our own forces. We will specify a tack coat on the old Portland cement concrete by sprinkling with asphalt ahead of the placement of the black mix. These items will be incorporated in the specifications.

3. We are of the opinion that the postwar period will see a greatly increased use of asphaltic concrete resurfacing if the price can be kept within reasonable limits. This will be brought about because all of the contractors have purchased asphalt plants for use on airports, and it is evident from the engineering literature that many of the eastern states are experimenting in resurfacing Portland cement concrete pavement with asphaltic concrete. They are many years behind our practice in this matter, but it shows a decided trend in that direction.

We feel there are many localities in this state, particularly in the sections where gravel must be used since rock is not economically available, where this type of surfacing could be done more advantageously than bituminous macadam if the price can be kept comparable. It appears that our Class "C" mix materially increases the cost because of the additional operations required and there is some question of its justification on account of the additional cost of placement. Moreover, it is quite tender and easily damaged by tractors and iron tires so that we have had to reseal many sections with an O-31.

This resurfacing with an O-31 was placed on the Tangent-Halsey Section, so that we are confronted with an analysis of the value of the "C" specification with relation to the alternate of placing an O-31 surface. As far as nonskid texture is concerned, the O-31 surface is fully as good, if not better than, the "C" specification.

From past experience it is difficult to apply the O-31 surface immediately to a freshly laid bituminous concrete and achieve uniform results, because of the tendency of the green mixture to absorb the asphalt. In consequence, it was thought better to seal the job with an emulsion seal and apply the O-31 next year after the bituminous concrete has had a season's traffic. We resurfaced Twelfth Street in Salem with an emulsion seal and found it necessary to use it on the section north of Corvallis, which was laid so late in the year that it raveled. We have specified similar construction on other state jobs, and we have noticed no tendency to skid, although some of the jobs have not had the O-31 placed on them as yet.

I have noticed that several other states have laid a thin penetration cover on some type of bituminous concrete. California is using such surfacing on bituminous concrete for several hundred miles south of the Oregon line. This is an open mix and not in any way similar to our "B" specification, but it illustrates the trend toward that type of construction, which I believe may save us a material amount of money over the "C" specification and result in bituminous concrete resurfacing proving quite economical.

4. A concrete base can be placed on the section mentioned.

5. We see no logic in tapering the panels at bridge ends when built to the width proposed. The purpose in widening the bridges is to make them safer for pedestrians and prevent vehicular traffic from hitting the sidewalks and felloeguards. Any tapering of the pavement tends to draw the traffic over to the sides of the bridge and defeats the purpose for which you widened the bridge.

6. The specifications will be changed to provide for tie bars.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI

cc Mr. H. G. Smith

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

56-G-1

April 21, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

A review of the P.S.& E. submitted for Oregon SN-U-FAP 56-G(1) shows a number of items that will require clarification before we can forward the papers. These are as follows:

1. A requirement in the proposals providing for hiring by the contractor in conformance with our letter to you of April 20, 1944, is necessary.

2. It is noted that no provision has been made for the filling of the large cracks in the present concrete pavement to be used as a base. This we consider should be done. We believe the spraying of asphalt on the old cement concrete base is desirable as provided for in 30-9 of the Standard Specifications.

3. The wearing surface of the asphaltic concrete pavement is specified as Class B. For some years the Class C has been used, and while RC-4 is not obtainable, we believe that excellent results can be obtained by using RC-5. Also, this is to be covered with an emulsified asphalt seal using sand passing the 10-mesh screen. This will give a surface comparable to the ones used on the flight strip but which certainly will not have the non-skid properties desirable for a road surface in the Willamette Valley. We would appreciate your reasons for the use of this design.

4. For the bridge ends where bridges are shifted longitudinally along the highway and the existing pavement will not apply, we find no provision for the placing of a concrete base on those sections.

5. No provision is made for reinforcement or tapering of the pavement panel at the bridge ends. As the standard practice for some time has been both to reinforce and taper the pavement at the bridge ends, your reasons for the deletion should be furnished.

Copy sent to Mr. Baldock

6. Under Longitudinal Joints on page 17 of the special provisions reference is made to Standard 31-27, which provides for tie bars. The estimate provides for the tie bars; however, no tie bars are mentioned in the special provisions and the detailed section of the longitudinal joint on the plans does not show tie bars. The special provisions and plans should provide for these bars.

7. Expansion of joint spacing at 1000-ft. intervals is specified. This meets with our approval, but in view of directives in this office this feature will also require the approval of our Washington Office.

Inasmuch as it is desirable to have this project cleared at an early date, we would appreciate prompt advice on the questions raised in this letter.

Very truly yours,

W. H. LYNCH
District Engineer

By: L Caufield
L. J. Caufield
Senior Highway Engineer

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OREGON
STATE HIGHWAY COMMISSION

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56-G-1

April 18, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate, three copies of right of way statement, and three copies of Form PR 46, to accompany plans and specifications for the Halsey-Harrisburg Section, Project No. SN-H-FAP 56-G (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Strategic Highway Network
Project No. SN-U-FAP 56-B(1)

## HALSEY-HARRISBURG SECTION OF THE PACIFIC HIGHWAY EAST IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 18, 1944

| | | | | |
|---|---|---|---|---|
| All Required | | Lands, Rights of Way, Easements, Etc. | | $ 10,000.00 |

## CONSTRUCTION (INSIDE CITY OF HALSEY)

**64' Dual Type Pavement (Sta. 906+95 to 920+94.8)**

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (3%) | | $ 90.00 |
| 2,450 | sq. yds. | Removal of Pavement | $ .75 | 1,837.50 |
| 50 | sq. yds. | Removal of Walks | .75 | 37.50 |
| 400 | cu. yds. | Trench Excavation, Unclassified | 2.00 | 800.00 |
| 4,400 | cu. yds. | General Excavation, Unclassified | .30 | 1,320.00 |
| 0.26 | mile | Finishing Roadbed and Slopes | 400.00 | 104.00 |
| 1,300 | lin. ft. | 18" Sewer Pipe | 1.50 | 1,950.00 |
| 40 | lin. ft. | 12" Concrete Pipe | 1.60 | 64.00 |
| 6 | only | Concrete Catch Basins | 35.00 | 210.00 |
| 70 | cu. yds. | Concrete Curbs | 26.00 | 1,820.00 |
| 1,900 | cu. yds. | 3" - 0" Material in Base | 1.50 | 2,850.00 |
| 270 | cu. yds. | 3/4" - 0" Material in Leveling Course and Shoulders | 2.50 | 675.00 |
| 180 | cu. yds. | ¼" - 0" Material in Cushion Course | 3.00 | 540.00 |
| 40 | M-gals. | Sprinkling | 2.00 | 80.00 |
| 6,450 | sq. yds. | Portland Cement Concrete Pavement | 2.75 | 17,737.50 |
| 48 | lin. ft. | Expansion Joints in Pavement | .35 | 16.80 |
| 3,800 | lin. ft. | Contraction Joints | .06 | 228.00 |
| 48 | only | Dowel Bars | .30 | 14.40 |
| 2,100 | lbs. | Tie Bars and Reinforcement | .08 | 168.00 |
| 700 | tons | Class "B" Asphaltic Concrete | 5.50 | 3,850.00 |
| 3 | tons | Furnishing and Placing Emulsified Asphalt in Seal Coat | 40.00 | 120.00 |
| 12 | tons | Furnishing and Placing Fine Aggregate in Seal Coat | 4.00 | 48.00 |
| | | Subtotal | | $34,560.70 |
| | | 10% Engr. & Cont. | | 3,456.07 |
| | | Total | | $38,016.77 |

151 000 state

| | | | | |
|---|---|---|---|---|
| | Length of Roadway | 0.275 mile | | |
| | Cost per mile | $149,085.37 | | |

**24' Concrete Pavement** **(Sta. 920+04.9 to 940+90)**

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (4%) | | $ 120.00 |
| 350 | sq. yds. | Removal of Pavement | $ .75 | 262.50 |
| All Required | | Removal of Concrete Box Culvert | | 200.00 |
| 50 | cu. yds. | Trench Excavation, Unclassified | 2.00 | 100.00 |
| 5,700 | cu. yds. | General Excavation, Unclassified | .30 | 1,710.00 |
| 7,700 | yd. stas. | Short Overhaul | .02 | 154.00 |
| 30 | C-yd.stas. | Long Overhaul | .50 | 15.00 |
| 0.39 | mile | Finishing Roadbed and Slopes | 400.00 | 156.00 |
| 50 | lin. ft. | 12" Concrete Pipe | 1.60 | 80.00 |
| 40 | lin. ft. | 18" Concrete Pipe | 3.00 | 120.00 |
| 200 | lin. ft. | 24" Concrete Pipe | 4.00 | 800.00 |
| 2,650 | cu. yds. | 3" - 0" Material in Base | 1.50 | 3,975.00 |
| 380 | cu. yds. | 3/4" - 0" Material in Leveling Course and Shoulders | 2.50 | 950.00 |
| 160 | cu. yds. | ½" - 0" Material in Cushion Course | 3.00 | 480.00 |
| 50 | M-gals. | Sprinkling | 2.00 | 100.00 |
| 5,600 | sq. yds. | Portland Cement Concrete Pavement | 2.75 | 15,400.00 |
| 48 | lin. ft. | Expansion Joints in Pavement | .35 | 16.80 |
| 3,350 | lin. ft. | Contraction Joints | .06 | 201.00 |
| 48 | only | Dowel Bars | .30 | 14.40 |
| 1,850 | lbs. | Tie Bars and Reinforcement | .08 | 148.00 |
| 35 | tons | Class "B" Asphaltic Concrete | 5.50 | 192.50 |
| | | Subtotal | | $25,195.20 |
| | | 10% Engr. & Cont. | | 2,519.52 |
| | | Total | | $27,714.72 |
| | | Length of Roadway | 0.395 mile | |
| | | Cost per mile | $70,163.84 | |

## CONSTRUCTION (OUTSIDE CITY)

**24' Concrete Pavement** **(Sta. 940+90 to 954+13.5)**

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (3%) | | $ 90.00 |
| 1,700 | sq. yds. | Removal of Walks | $ .75 | 1,275.00 |
| 20 | cu. yds. | Trench Excavation, Unclassified | 2.00 | 40.00 |
| 2,000 | cu. yds. | General Excavation, Unclassified | .30 | 600.00 |
| 2,600 | yd. stas. | Short Overhaul | .02 | 52.00 |
| 10 | C-yd.stas. | Long Overhaul | .50 | 5.00 |
| 0.25 | mile | Finishing Roadbed and Slopes | 400.00 | 100.00 |
| 70 | lin. ft. | 12" Concrete Pipe | 1.60 | 112.00 |
| 1,650 | cu. yds. | 3" - 0" Material in Base | 1.50 | 2,475.00 |
| 250 | cu. yds. | 3/4" - 0" Material in Leveling Course and Shoulders | 2.50 | 625.00 |

|  |  |  |  |  |
|---|---|---|---|---|
| 110 | cu. yds. | ½" - 0" Material in Cushion Course | $ 3.00 | $ 330.00 |
| 30 | M-gals. | Sprinkling | 2.00 | 60.00 |
| 3,550 | sq. yds. | Portland Cement Concrete Pavement | 2.75 | 9,762.50 |
| 24 | lin. ft. | Expansion Joints in Pavement | .35 | 8.40 |
| 2,150 | lin. ft. | Contraction Joints | .06 | 129.00 |
| 24 | only | Dowel Bars | .30 | 7.20 |
| 1,150 | lbs. | Tie Bars and Reinforcement | .08 | 92.00 |
| 15 | tons | Class "F" Asphaltic Concrete | 5.50 | 82.50 |
| 30 | cu. yds. | Furnishing and Placing Aggregates | 3.50 | 105.00 |
| 2 | tons | Furnishing and Placing 150-200 Asphalt | 35.00 | 70.00 |
| 3 | tons | Furnishing and Placing RT-8 Tar | 30.00 | (Alternate) |
|  |  | Subtotal |  | $16,020.60 |
|  |  | 10% Engr. & Cont. |  | 1,602.06 |
|  |  | Total |  | $17,622.66 |
|  |  | Length of Roadway | 0.251 mile |  |
|  |  | Cost per mile | $70,209.80 |  |

**24' Asphalt Pavement (Sta. 954+57.6 to 1352)**

|  |  |  |  |  |
|---|---|---|---|---|
| All Required |  | Clearing and Grubbing (8%) |  | $ 2,550.00 |
| 510 | cu. yds. | Trench Excavation, Unclassified | $ 2.00 | 1,020.00 |
| 62,500 | cu. yds. | General Excavation, Unclassified | .30 | 18,750.00 |
| 136,100 | yd. stas. | Short Overhaul | .02 | 2,722.00 |
| 7,860 | C-yd.stas. | Long Overhaul | .50 | 3,930.00 |
| 7.44 | miles | Finishing Roadbed and Slopes | 400.00 | 2,976.00 |
| 1,000 | lin. ft. | 12" Concrete Pipe | 1.60 | 1,600.00 |
| 560 | lin. ft. | 18" Concrete Pipe | 3.00 | 1,680.00 |
| 200 | lin. ft. | 24" Concrete Pipe | 4.00 | 800.00 |
| 200 | lin. ft. | 30" Concrete Pipe | 6.00 | 1,200.00 |
| 36 | lin. ft. | Salvaging Culvert Pipe | 1.00 | 36.00 |
| 20 | cu. yds. | Class "A" Concrete | 35.00 | 700.00 |
| 2,300 | lbs. | Metal Reinforcement | .08 | 184.00 |
| 10 | cu. yds. | Concrete Curbs | 26.00 | 260.00 |
| 120 | sq. yds. | Concrete Walks | 2.00 | 240.00 |
| 44,600 | cu. yds. | 3" - 0" Material in Base | 1.50 | 66,900.00 |
| 7,300 | cu. yds. | 3/4" - 0" Material in Leveling Course and Shoulders | 2.50 | 18,250.00 |
| 1,050 | cu. yds. | ½" - 0" Material in Cushion Course | 3.00 | 3,150.00 |
| All Required |  | Salvaging Detour Surfacing |  | 500.00 |
| 930 | M-gals. | Sprinkling | 2.00 | 1,860.00 |
| 36,000 | sq. yds. | Portland Cement Concrete Base | 1.85 | 66,600.00 |
| 24,450 | tons | Class "F" Asphaltic Concrete | 5.50 | 134,475.00 |
| 91 | tons | Furnishing and Placing Emulsified Asphalt in Seal Coat | 40.00 | 3,640.00 |
| 410 | cu. yds. | Furnishing and Placing Fine Aggregate in Seal Coat | 4.00 | 1,640.00 |

| | | | | |
|---|---|---|---|---|
| 1,670 | cu. yds. | Furnishing and Placing Aggregates | $3.50 | $ 5,845.00 |
| 138 | tons | Furnishing and Placing 150-200 Asphalt | 35.00 | 4,830.00 |
| 165 | tons | Furnishing and Placing RT-8 Tar | 30.00 | (Alternate) |
| | | Subtotal | | $346,338.00 |
| | | 10% Engr. & Cont. | | 34,633.80 |
| | | Total | | $380,971.80 |

| | |
|---|---|
| Length | 7439<br>~~7.429~~ miles × |
| Cost per mile | $51,281.90<br>51,212.77 |

**Bridge (Sta. 1183+77 to 1185+17)**

| | | | | |
|---|---|---|---|---|
| All Required | | Remove Old Bridges and Provision for Traffic (35%) | | $ 1,050.00 |
| 24 | cu. yds. | Structural Excavation | $3.00 | 72.00 |
| 2,078 | lin. ft. | Furnish Treated Piling | 1.25 | 2,597.50 |
| 60 | only | Drive Treated Piling | 20.00 | 1,200.00 |
| 64.4 | M-FBM | Treated Lumber | 140.00 | 9,016.00 |
| 206 | cu. yds. | Class "A" Concrete | 28.00 | 5,768.00 |
| 44,000 | lbs. | Metal Reinforcement | .07 | 3,080.00 |
| | | Subtotal | | $ 22,783.50 |
| | | 10% Engr. & Cont. | | 2,278.35 |
| | | Total | | $ 25,061.85 |

**Bridge (Sta. 1139+49 to 1139+91)**

| | | | | |
|---|---|---|---|---|
| All Required | | Remove Old Bridges and Provision for Traffic (8%) | | $ 240.00 |
| 36 | cu. yds. | Structural Excavation | $3.00 | 108.00 |
| 631 | lin. ft. | Furnish Treated Piling | 1.25 | 788.75 |
| 28 | only | Drive Treated Piling | 20.00 | 560.00 |
| 18.2 | M-FBM | Treated Lumber | 140.00 | 2,548.00 |
| 60 | cu. yds. | Class "A" Concrete | 28.00 | 1,680.00 |
| 12,800 | lbs. | Metal Reinforcement | .07 | 896.00 |
| | | Subtotal | | $ 6,820.75 |
| | | 10% Engr. & Cont. | | 682.07 |
| | | Total | | $ 7,502.82 |

1190+30 to 1191+98

**Bridge (Sta. ~~[illegible]~~)**

| | | | | |
|---|---|---|---|---|
| All Required | | Remove Old Bridges and Provision for Traffic (44%) | | $ 1,320.00 |
| 24 | cu. yds. | Structural Excavation | $3.00 | 72.00 |
| 2,243 | lin. ft. | Furnish Treated Piling | 1.25 | 2,803.75 |
| 67 | only | Drive Treated Piling | 20.00 | 1,340.00 |

|  |  |  |  |  |
|---|---|---|---|---|
| 51.6 | M-FBM | Treated Lumber | $ 140.00 | $ 7,224.00 |
| 195 | cu. yds. | Class "A" Concrete | 28.00 | 5,460.00 |
| 42,700 | lbs. | Metal Reinforcement | .07 | 2,989.00 |
|  |  |  | Subtotal | $21,208.75 |
|  |  |  | 10% Engr. & Cont. | 2,120.87 |
|  |  |  | Total | $23,329.62 |

**Bridge (Sta. 1283+71 to 1284+34)**

|  |  |  |  |  |
|---|---|---|---|---|
| All Required |  | Remove Old Bridges and Provision for Traffic (13B) |  | $ 390.00 |
| 36 | cu. yds. | Structural Excavation | $ 3.00 | 108.00 |
| 948 | lin. ft. | Furnish Treated Piling | 1.25 | 1,185.00 |
| 35 | only | Drive Treated Piling | 20.00 | 700.00 |
| 25.8 | M-FBM | Treated Lumber | 140.00 | 3,612.00 |
| 89 | cu. yds. | Class "A" Concrete | 28.00 | 2,492.00 |
| 18,500 | lbs. | Metal Reinforcement | .07 | 1,295.00 |
|  |  |  | Subtotal | $ 9,782.00 |
|  |  |  | 10% Engr. & Cont. | 978.20 |
|  |  |  | Total | $10,760.20 |

Length of Bridges ~~.095~~ .084 mile

## SUMMARY OF FUNDS REQUESTED

| Item | Total Cost | Strategic Network Funds | State Funds |
|---|---|---|---|
| Rights of Way, Easements, Etc. | $ 10,000.00 | $ 6,000.00 | $ 4,000.00 |
| **Inside Kelsey** |  |  |  |
| Roadway: |  |  |  |
| 64' Dual Pavement | 38,016.77 | 30,358.00 | 7,658.77 |
| 24' Concrete Pavement | 27,714.72 | 22,131.00 | 5,583.72 |
| **Outside City** |  |  |  |
| Roadway: |  |  |  |
| 24' Concrete Pavement | 17,622.66 | 14,072.00 | 3,550.66 |
| 24' Asphalt Pavement | 380,971.80 | 304,215.00 | 76,756.80 |
| Bridges: |  |  |  |
| Sta. 1104+95 | 25,061.85 | 20,012.00 | 5,049.85 |
| " 1139+70 | 7,502.82 | 5,991.00 | 1,511.82 |
| " 1191+45 | 23,329.62 | 18,629.00 | 4,700.62 |
| " 1284+03 | 10,760.20 | 8,592.00 | 2,168.20 |
|  | $540,980.44 | $430,000.00 | $110,980.44 |

## HALSEY-HARRISBURG SECTION

## PROJECT NO. SN-U-FAP 56-G (1)

While negotiations for rights of way are in progress, twenty-three parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be made fully available within sixteen days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

April 18, 1944

PR 46

**Roadway (Halsey-Harrisburg Section)**

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 5 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) May 15, 1944

State Oregon

Completion Date (Est.) Nov. 30, 1944

Project No. [illegible] 96-6 (1)

Estimated Total Cost $ 464,323.93

Length: Miles 8.330

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 17,000 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 13,900 |
| 3 | Bituminous mat. | Gal. | 435,000 | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | 20 | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | | | | | |

PR 46

Bridge (Sta. 1102+23)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 3 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) May 15, 1944
State Oregon
Completion Date (Est.) Nov. 30, 1944
Project No. [illegible] 56-8 (1)
Estimated Total Cost $ 25,961.55
Length: Miles .033

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 330 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 44,000 |
| 3 | Bituminous mat. | Gal. | | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | 70.0 | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | 2,078 | | | | |

PR 46

Bridge (Sta. 1133+70)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 3 of 5 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) May 15, 1944
State Oregon
Completion Date (Est.) Nov. 30, 1944
Project No. [illegible]-U-FAP 56-C (1)
Estimated Total Cost $ 7,592.82
Length: Miles .008

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 96 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 12,800 |
| 3 | Bituminous mat. | Gal. | | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | 23 | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | 631 | | | | |

PR 46

**Bridge (Sta. 1191-45)**

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 4 of 5 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) May 15, 1944 State Oregon

Completion Date (Est.) Nov. 30, 1944 Project No. ER-U-FAP 56-B (1)

Estimated Total Cost $ 10,760.20 Length: Miles .042

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 312 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 42,700 |
| 3 | Bituminous mat. | Gal. | | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | 56.0 | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | 2,243 | | | | |

PR 46

**Bridge (Sta. 1224+03)**

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 5 of 5 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) May 15, 1944

State Oregon

Completion Date (Est.) Nov. 30, 1944

Project No. [illegible]-FAP 56-6 (1)

Estimated Total Cost $10,760.80

Length: Miles .012

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 142 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 18,900 |
| 3 | Bituminous mat. | Gal. | | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | 31 | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | 948 | | | | |

SN-U-FAP 56-G-1 Halsey-Harrisburg Brs., 1944
Pacific Hwy. East
#2687

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SN-U-FAP 56-G-1

December 12, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In response to your letter of December 10, we are enclosing copies of time extension for contract No. 2687, Frank Watt Construction Co., four bridges on the Halsey-Harrisburg Section, Project No. SN-U-FAP 56-G (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

RA:GS
Encl.

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
[illegible]
Division 8

December 10, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Returned herewith are all copies of a time extension for contract No. 2642 which were inadvertently included in the final voucher for Oregon Project No. SN-U-FAP 56-G(1), Halsey-Harrisburg Section of the Pacific Highway, East.

Will you please send us copies of the time extension for contract No. 2687, covering the bridges on this project at your earliest convenience.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

9/26/45
10/24/45

Encl:

12/19/44

5/29/45

RECEIVED
DEC 12 1946
OREGON
STATE HIGHWAY COMMISSION

# EXCERPT FROM MINUTES OF MEETING NOVEMBER 14, 1944

# OF THE OREGON STATE HIGHWAY COMMISSION

Peter Kiewit Son's Company, Contract #2642 for grading, surfacing, and oiling the Monmouth-Pedee Section of the Bridgeport-Monmouth County Road and Dallas-Kings Valley Secondary State Highway, in Polk County, requested an extension of time from July 31 to October 10, 1944, within which to complete this job. They gave the following reasons for failure to complete the project within the specified time limit: Difficulties in obtaining labor and equipment required for the job due to war-time conditions, unsuitable weather in the spring of 1944 which handicapped grading operations, and shut-down of the work during the winter months as ordered by the Engineer. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are substantially correct. He further stated that the traveling public was not materially inconvenienced by the delay because the road for the most part is on new alignment. He recommended in view of the circumstances that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

RECEIVED
DEC 16 1946
FOR FILING

SM-U-FAP 56-G (1)

December 12, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In response to your letter of December 10, we are enclosing copies of time extension for contract No. 2687, Frank Watt Construction Co., four bridges on the Halsey-Harrisburg Section, Project No. SM-U-FAP 56-G (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

RA:GS
Encl.

RECEIVED
JAN 14 1946
FOR FILING

56-G-1

January 11, 1946

Bates, Lively & Pearson
General Agents
301 Yeon Building
Portland 7, Oregon

Attention Mr. E. V. Lively

Gentlemen:

Reply is made to your letter of January 8 inquiring as to the total amount paid the Frank Watt Construction Company for construction of the Pacific Highway, Linn County, under State Highway Contract No. 2687.

According to information available in this office this contractor was paid the sum of $57,245.71 for this work. This is the total completed contract amount and includes $373.40 force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]:ee

265

Halsey Harrisburg Bridge

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND 7, ORE.

completed [illegible] 8, 1945

January 8, 1945

$ 57,245.71

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: 42 S 7685 — Frank Watt Construction Co.
Contract No. 2687

Will you kindly advise this office the total amount of the contract paid on the above captioned contract job.

Thanking you kindly in advance for giving us this information, we remain,

Very truly yours,

BATES, LIVELY & PEARSON

BY: H. V. Lively jw

aw

RECEIVED
JAN 9 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 8 1946
FOR FILING

56-G-1

January 7, 1945

The Aetna Casualty and Surety Company,
Bates, Lively & Pearson, Agents
301 Yeon Building
Portland 7, Oregon

RE: 42 S 7685 - Frank Watt Construction Co.
Contract No. 2687

Gentlemen:

According to our records the final payment on Contract No. 2687 was made on November 20, 1945, in the amount of $4,923.98.

We are glad to be of service to you in this matter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

GL

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND 7, ORE.

January 3,1946

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: 42 S 7685 - Frank Watt Construction Co.
Contract No. 2687

The above captioned bond has come to our attention under diary and we would like to know if the final payment on this contract has been made. If so, kindly advise us the amount of final payment and also the date of payment.

Trusting you will be in a position to favor us with this information at your earliest possible convenience, we remain,

Very truly yours,

BATES, LIVELY & PEARSON

BY: David W Pearson

aw

RECEIVED
JAN 4 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 17 1945
FOR FILING

56-G-(1)

December 7, 1945

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Enclosed herewith are four copies of materials report, Form PR-47, as prepared by the engineer on contract No. 2687, Halsey-Harrisburg (Bridges) Section in Linn County, Project No. SN-U-FAP 56-G (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by D. B. Parkes/GS

Encl.

RECEIVED
1945
FOR FILING

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

56-G-1

November 20, 1945

SUBJECT: Request for release of warrants on final estimates.

To:
Mr. H. B. Glaisyer
O-f-f-i-c-e

| | Vou. # | Cont. # | Est. # | Name | Am't. | Wt. # | Note |
|---|---|---|---|---|---|---|---|
| 1. | 12892 | 2687 | 10-final | Frank Watt Constr. Co. | 4,923.98 | 279615 | ok, gl |
| 2. | | | | | | | |
| 3. | | | | | | | |
| 4. | | | | | | | |
| 5. | | | | | | | |
| 6. | | | | | | | |
| 7. | | | | | | | |
| 8. | | | | | | | |
| 9. | | | | | | | |
| 10. | | | | | | | |
| 11. | | | | | | | |
| 12. | | | | | | | |

Mr. Glaisyer:

Your notice of acceptance is on file with us.

ACCOUNTING DIVISION

By
Bookkeeping Dept.

NOTED ON CARD
11-20-45 gl

Approved HBGlaisyer
Secretary

RECEIVED
NOV 6 1945
FOR FILING

56-G-1

November 5, 1945

Frank Watt Construction Co.
2020 N. E. 58th Avenue
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting on October 29, 1945, granted you the extension of time requested, from September 30 to October 8, 1945, without penalty, in connection with contract No. 2687 for constructing bridges on the Halsey-Harrisburg Section of the Pacific Highway East, in Linn County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl

cc: T. M. Davis
District Engineer

RECEIVED
NOV 2 1945
FOR FILING

56-G-1

November 2, 1945

Frank Watt Construction Company
2020 N. E. 58th Avenue
Portland 13, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2667 for work on the Halsey-Harrisburg Section of the Pacific Highway East, in Linn County, has been completed by the contractor, Frand Watt Construction Company, and that final payment in the amount of $4,923.98 will be made on or after November 12, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $67,245.71, of which $373.40 represents the amount of force account items. This contract was completed on October 8, 1945, and accepted by the Commission on October 29, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl

NOTED ON CARD
11-2-45, gs

RECEIVED
OCT 1 1945
FOR FILING

56-6-1

September 29, 1945

Frank Watt Construction Company
2020 N. E. 58th Avenue
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting on September 24, 1945, granted you the extension of time requested, from June 15 to September 30, 1945, without penalty, in connection with contract No. 2647 for construction of bridges on the Halsey-Harrisburg Section of the Pacific Highway East.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

cc: T. M. Davis
District Engineer

RECEIVED
AUG 23 1945
FOR FILING

56-G-1

August 21, 1945

Bates, Lively & Pearson
General Agents,
Aetna Casualty & Surety Company
Yeon Building
Portland 4, Oregon

Attention Mr. K. V. Lively

Dear Mr. Lively:

I have just received your letter of August 20 with further reference to Frank Watt Construction Company Contract No. 2687 for the construction of bridges on the Halsey-Harrisburg Section of the Pacific Highway East in Linn County. I am bringing it to the attention of our Bridge Engineer, Mr. G. S. Paxson. I am sure that he will notify the company right away with regard to proceeding with the final work required.

The State Highway Commission now requires that extensions of time within which to complete highway contracts be acted on by the Commission prior to the expiration of the specified date of completion for the work, so the application of the Frank Watt Construction Company for an extension of time to complete its work under the abovementioned contract should have been filed prior to June 15, 1945, the date to which the contract was previously extended. We would appreciate it if the application could be filed within the next few days so it can be acted upon by the State Highway Commission at its meeting on August 30, 1945. Otherwise, the Commission's action will have to go over until its next regular meeting, causing further delay in making final payment for the work.

Very truly yours,

Secretary
[redacted]

HHC:eo
cc G. S. Paxson

Mr. Paxson: I attach copy of a letter received from Bates, Lively and Pearson for your information. I presume that you will notify Frank Watt Construction Company about making the final clean up of the premises.

Very truly yours,

Enclosure

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND 4, OREGON

August 20, 1945

Secretary,
Oregon State Highway Commission,
Salem, Oregon.

RE: Frank Watt Construction Company
CONTRACT NO.2687

Dear Sir:

Beg to acknowledge receipt of yours of the 19th, and after conferring with Mr. Watt we find that it was his understanding that the engineer was to notify him as soon as the grading contractor was through so that he could then complete his contract, which will take him probably a day or two to complete.

It occurred to us that as soon as this notice was given by the engineer to Mr. Watt that this would be the proper time to ask for an extension.

If this is satisfactory, please advise.

Very truly yours,

BATES, LIVELY & PEARSON

K V Lively

K. V. LIVELY

kvl.b.

ANSWERED
H. B. GLAISYER

RECEIVED
AUG 21 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 20 1945
FOR FILING

56-G-1

August 19, 1945

Bates, Lively & Pearson,
General Agents
301 Yeon Building
Portland 7, Oregon

ATTENTION: A. M. Lively

Gentlemen:

Reply is made to your letter of the 17th inst., regarding the Frank Watt Construction Company's Contract No. 2687, for the construction of Bridges on the Halsey-Harrisburg Section of the Pacific Highway East.

Inquiry reveals that this job is approximately 95% complete and it appears that the only thing remaining is a clean up of the premises. It is my understanding that such work has been delayed on account of the operations of the grading contractor on the adjoining contract but there is no longer any interference from that source so there is no longer any reason why the Frank Watt Construction Company cannot proceed with the completion of their work. We will appreciate it if you will bring this to their attention.

Your inquiry as to whether another extension of time is in order; my reply is in the affirmative. The previous extension of time was to June 15, 1945, and the contractors should request a further extension of sufficient time in which to clean up the premises to the satisfaction of the engineer.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG gl

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND 7, ORE.

August 17, 1945

Mr. R. H. Baldock
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: 42 S 7685 -- Frank Watt Construction Co
Contract Bond - Construction of Bridges
on Halsey Harrisburg Section Pacific
Highway.

For the completion of our records, will you kindly advise us the percent completed on the above contract job which is known as your Contract No. 2687. An extension of time was granted on this contract to June 15, 1945 and we are wondering if another extension of time is in order.

Awaiting your early response and thanking you in advance we remain,

Very truly yours,

BATES, LIVELY & PEARSON

BY:

aw

[illegible]

ANSWERED
H. B. GLAISYER

RECEIVED
AUG 18 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 2 - 1945
FOR FILING

56-G-1

Salem, Oregon
June 1, 1945

Time Extension on Halsey-Harrisburg Bridges on the Pacific Hwy. in Linn County. Frank Watt Construction Co., Contractor. Contract #2687.

Mr. G. S. Paxson
Bridge Engineer
Building

Dear Sir:

The State Highway Commission, at its meeting on May 29, 1945, approved the following extension of time, without penalty:

Contract No. 2687, Frank Watt Construction Company, Contractor, extended from April 30, to June 15, 1945.

Very truly yours

gl

Secretary

cc: Mr. S. H. Probert
Mr. M. E. [illegible]

RECEIVED
JUN 2 - 1945
FOR FILING

56-G-1

June 1, 1945

Frank Watt Construction Company
2020 N. E. 58 Avenue
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting on May 29, 1945, granted you the extension of time requested, from April 30, 1945, to June 30, 1945, without penalty, in connection with Contract No. 2687 for the construction of bridges on the Halsey-Harrisburg Section of the Pacific Highway in Linn County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG rar

cc: Mr. F. D. Eason
Division Engineer

FORM E-1918 1M 5-40

COMMISSIONERS
T. H. [illegible] CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
[illegible]
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
MAR 13 1945
FOR FILING

56 G-1

March 10, 1945

Frank Watt Construction Company
2020 N. E. 58th Avenue
Portland 13, Oregon

NOTED
Asst. State Highway Engineer

Gentlemen:

We note that, with the exception of the guard rail dividing the sidewalk area from the roadway, all work on your contract for the bridges on the Halsey Harrisburg Section of the Pacific Highway in Linn County, Contract 2687, will be completed within the next few days. This guard rail cannot be placed until such time as the bridges are backfilled and the approach pavement is in place. Due to weather conditions, it is inadvisable to have our grading and surfacing contractor do this work until at least the middle of April.

You will probably want to pull your crew off of this project until such time as you can return to complete these guard rails. Under your contract you were required to maintain barricades and flares to safeguard traffic. Our resident engineer will remain in the vicinity of the work until you return, and we can keep the flares burning more economically than would be the case if you left a man on the job. If you will put the barricades in first class condition and leave a sufficient supply of kerosene to operate the flares with Mr. Teel, we will see that the flares are kept burning.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
cc C. B. McCullough
F. D. Eason
H. M. Teel

RECEIVED
DEC 21 1944
FOR FILING

56G-1

December 21, 1944

Frank Watt Construction Co.
2020 N. E. 58 Avenue
Portland 13, Oregon

Gentlemen:

The State Highway Commission at its meeting on December 19, 1944, granted you the extension of time requested from December 31, 1944, to April 30, 1945, without penalty in connection with Contract No. 2687 for the construction of the bridges on the Halsey-Harrisburg Section of the Pacific Highway in Linn County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

rmp
CC to: Mr. G. S. Paxson

NOTED ON CARD
12/21

RECEIVED
DEC 11 1944
FOR FILING

56-G-1

December 9, 1944

Soule Steel Company,
1750 Army Street,
San Francisco 24,
California.

Attention: Mr. H. C. Millar,
Treasurer

Gentlemen:

Reply is made to your letter of the 7th inst., concerning the Frank Watt Construction Company contract for construction of the Muddy Creek and other bridges near Halsey, Oregon.

The contract to which it referred is Oregon State Highway Contract No. 2687, covering the construction of four bridges on the Halsey-Harrisburg Section of the Pacific Highway in Linn County, Oregon.

In connection with this award, the contract was required to and did furnish a surety bond for the protection of claims and to guarantee the satisfactory completion of the project. This bond is in the amount of $59,190.00 and was written by the Aetna Casualty & Surety Company, for whom Bates, Lively & Pearson are agents, with offices in the Yeon Building, Portland 4, Oregon.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG/jao

LOS ANGELES
PORTLAND
HOUSTON

TELEPHONE
VALENCIA 4141

# SOULÉ STEEL COMPANY

IRON AND STEEL PRODUCTS
1750 ARMY STREET
SAN FRANCISCO, 24, CALIF.

#2687

December 7, 1944

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We have recently received an order from Frank Watt of Portland, Oregon to supply reinforcing steel for his use in construction of the Muddy Creek and other bridges near Halsey, Oregon.

Will you kindly advise us whether Mr. Watt is bonded to the State on this work, and if so kindly furnish us the name of the Bonding Company.

Yours very truly,

SOULE' STEEL COMPANY

By N O Millar
N. O. Millar,
Treasurer

NOM:CD

ANSWERED
H. B. GLAISYER

RECEIVED
DEC 9 - 1944
OREGON
STATE HIGHWAY COMMISSION

SAN FRANCISCO
NOVEMBER 19, 1943

LOS ANGELES
APRIL 6, 1944

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES [illegible] COMPANY'S CONTROL.

RECEIVED
JUL 1[illegible] 1944

TIMBER STRUCTURES, INC.
N.W. YEON AVENUE AT 29TH
PORTLAND 8, OREGON
P.O. BOX 3782
ATWATER 7631

ROOF AND BRIDGE TRUSSES
STRUCTURAL AND TIMBER ENGINEERING
AND FABRICATION OF ALL KINDS
MECHANICAL OR GLUED ASSEMBLIES

NEW YORK OFFICE
535 FIFTH AVENUE
NEW YORK 17, N.Y.
MURRAY HILL 2-6550

July 13, 1944

56 G-1

Oregon State Highway Commission
~~Salem,~~ Oregon

Subject: Muddy Creek Bridges
Our File 4749

Attention: Mr. C. B. McCullough
State Highway Engineer, Asst.

Gentlemen:

This will acknowledge your letter of July 10 relative to the grade of lumber on the above subject project. In our letter of July 3 we stated that it might be possible that we would have to buy some of this material in car material grades. However, the material is all placed, and it has not been necessary to include any car material grades.

Very truly yours,

TIMBER STRUCTURES, INC.

John T. Schneider
Production Manager

JTS:IS

1 cc G. S. Paxson
1 cc Frank Watt

NOTED
C. B. McCullough

57-C-1

#3687

July 10, 1944

Timber Structures, Inc.
P. O. Box 3782
Portland, Oregon

Gentlemen:

Reference is made to your letter dated July 3, 1944, and addressed to the Frank Watt Construction Company, Contractors on the bridges on the Halsey-Harrisburg Section of the Pacific Highway.

You referred to the paragraph entitled "Order Lists for Lumber" on Page 11 of the supplemental specifications covering this project. This paragraph was written into the contract for the purpose of covering the extra cost of lumber which our contractor had to purchase in order to get his material, which is over and above the price set up for the grades called for in the contract. We had in mind particularly the lumber which would grade as dense structural or free of boxed heart, which usually makes up a considerable portion of the total lumber order.

When this paragraph was written, we did not have in mind the specification for car material grades, and it seems rather far-fetched to be purchasing bridge lumber under a grading rule set up to cover material for the construction of railway freight cars. We hope that you can so place your orders as to keep away from this kind of grading.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

GSP GM
cc G. S. Paxson

RECEIVED
JUL 10 1944
FOR FILING

57-6-1

July 8, 1944

Frank Watt Construction Co.
2020 N. E. 58th Avenue
Portland 13, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2687 which was awarded to you on June 14, 1944, by the State Highway Commission covering bridges on Halsey-Harrisburg Section of the Pacific Highway in Linn County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

mh

RECEIVED
JUN 17 1944
FOR FILING

56-G-1

June 17, 1944

#2687

Frank H,tt Construction Company
2020 N. E. 58th Avenue
Portland 13, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2687, which was awarded to you by the State Highway Commission on June 14, 1944 covering the construction of bridges on the Halsey-Harrisburg Section of the Pacific Highway in Linn County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, Page 13, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

VB

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
JUN 16 1944
FOR FILING

56-G(1)

June 14, 1944

*2687

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon SN-U-FAP 56-G(1), Halsey-Harrisburg Section, Bridges, on the Pacific Highway East, to Frank Watt Construction Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JUN 16 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 16 1944
FOR FILING

56-C-1

June 15, 1944

#2687

Frank Watt Construction Co.
2020 N.E. 98th Street
Portland, 3, Oregon

Gentlemen:

This note is simply to inform you that the State Highway Commission at its meeting yesterday, June 14, 1944, awarded to you the contract for the construction of four bridges on the Halsey-Harrisburg Section of the Pacific Highway East, for which you submitted the low bid of $59,150.00.

Contract forms will be sent to you shortly for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:mk
cc: S. H. Probert
G. S. Paxson

19

CONFIRMATION

FOR FILING

56-G(1)

**FEDERAL WORKS AGENCY**
~~XXXXXXXXX XXXXXXXXXXXXXX~~

**Public Roads Administration**

**FAST WIRE**

**Portland 8, Oregon**
**June 2, 1944**

**R. H. Baldock**
**State Highway Engineer**
**Salem, Oregon**

OREGON [illegible]-FAP 56-G(1) AND 105-B(3) INCLUDING BRIDGES APPROVED BY WAR PRODUCTION BOARD AND CERTIFICATE FOR PRIORITY ASSISTANCE WILL BE ISSUED SHORTLY. YOU ARE HEREBY AUTHORIZED TO ADVERTISE

NOTED

Paid Gov't Rate

RECEIVED
JUN 3 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 7 1944
FOR FILING

Const
Projects
Bridges
56-G-1

March 4, 1944

Public Roads Administration
Box 3900
Portland 8, Oregon

Gentlemen:

Re: Halsey-Harrisburg Section
of the Pacific Highway

Under date of February 21, 1944, we wrote you requesting permission to widen four structures on the Halsey-Harrisburg Section of the Pacific Highway using untreated timber, the widening to be of a type comparable to the existing structures. This request was based on the supposition that the existing structures were in such structural shape that no extensive maintenance would be required for a considerable period of time.

Further examination of these existing structures shows deterioration of an extent that will necessitate extensive maintenance work within the next two or three years. For this reason, we propose to abandon the idea of widening the existing structures and will replace them with reinforced concrete viaduct.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Acting State Highway Engr.

GSP GH

cc G. S. Paxson

RECEIVED
MAR [illegible] 1944
FOR FILING

Const
Project
Bridges

56-G-1

*Charge to the account of* ______ $

| CLASS OF SERVICE DESIRED | | | |
|---|---|---|---|
| DOMESTIC | | CABLE | |
| TELEGRAM | | ORDINARY | |
| DAY LETTER | | URGENT RATE | |
| SERIAL | | DEFERRED | |
| OVERNIGHT TELEGRAM | | NIGHT LETTER | X |
| SPECIAL SERVICE | | SHIP RADIOGRAM | |

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

# WESTERN UNION

1217

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

| |
|---|
| CHECK |
| ACCOUNTING INFORMATION |
| TIME FILED |

*Send the following telegram, subject to the terms on back hereof, which are hereby agreed to*

**WANT A REPLY?**
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM, OREGON
MARCH 4, 1944

RECEIVED
MAR 9 1944
FOR FILING

MR. R. H. BALDOCK
HOTEL WASHINGTON
PENNA. AVENUE AT 15TH STREET
WASHINGTON (4), D. C.

INVESTIGATION INDICATES HALSEY HARRISBURG BRIDGES HAVE LIFE ONLY ONE TO THREE YEARS. NEW WOOD BRIDGES OR WIDENING OLD BRIDGES PLUS REPLACEMENT OLD PORTIONS IN YEAR OR TWO WILL COST $30,000. CONCRETE BRIDGES WILL COST $70,000. PAXSON AND I RECOMMEND USE CONCRETE. INCREASED COST WILL PRESUMABLY BE ALL STATE MONEY. ADVISE. McCULLOUGH IS IN HOSPITAL FOR TWO WEEKS REST.

S. H. PROBERT

RECEIVED
FEB 23 1944
FOR FILING

Penl
Project
Bridge

56-G-1

February 21, 1944

Public Roads Administration
Box 3900
Portland 8, Oregon

Gentlemen:

Re: Halsey-Harrisburg Section
of the Pacific Highway

The Halsey-Harrisburg Section of the Pacific Highway in Linn County is one of the sections proposed for construction with the unallotted strategic network fund. On this section are four bridges, as follows:

| Station | Bridge No. | Name | Length |
|---|---|---|---|
| 1102+81 | 608 | Little Muddy Creek | 169 feet |
| 1139+26.5 | 568 | Overflow Channel | 38 feet |
| 1190+33 | 569 | Muddy Creek | 224 feet |
| 1282+73.1 | 570 | Overflow Channel | 57 feet |

These structures are untreated timber trestles and were originally constructed as pile trestles. In maintenance operations, the pilings have been replaced with concrete pedestals and timber posts, making frame trestles out of the structures. The bridges were built in 1921, but under our maintenance program all decayed material has been replaced and they are now in excellent structural condition. The roadways on three of the trestles are 24 feet, and on the fourth 26 feet.

There are many years of service left in these structures. Rather than tear them out and waste this potential service, we propose to widen the existing structures to a roadway width of 30 feet. Our estimate of cost for the widening of these structures with untreated timber, comparable with the timber in the existing bridges, is $15,000. The estimate of cost for removing the existing bridges and replacing them with concrete structures is $71,000.

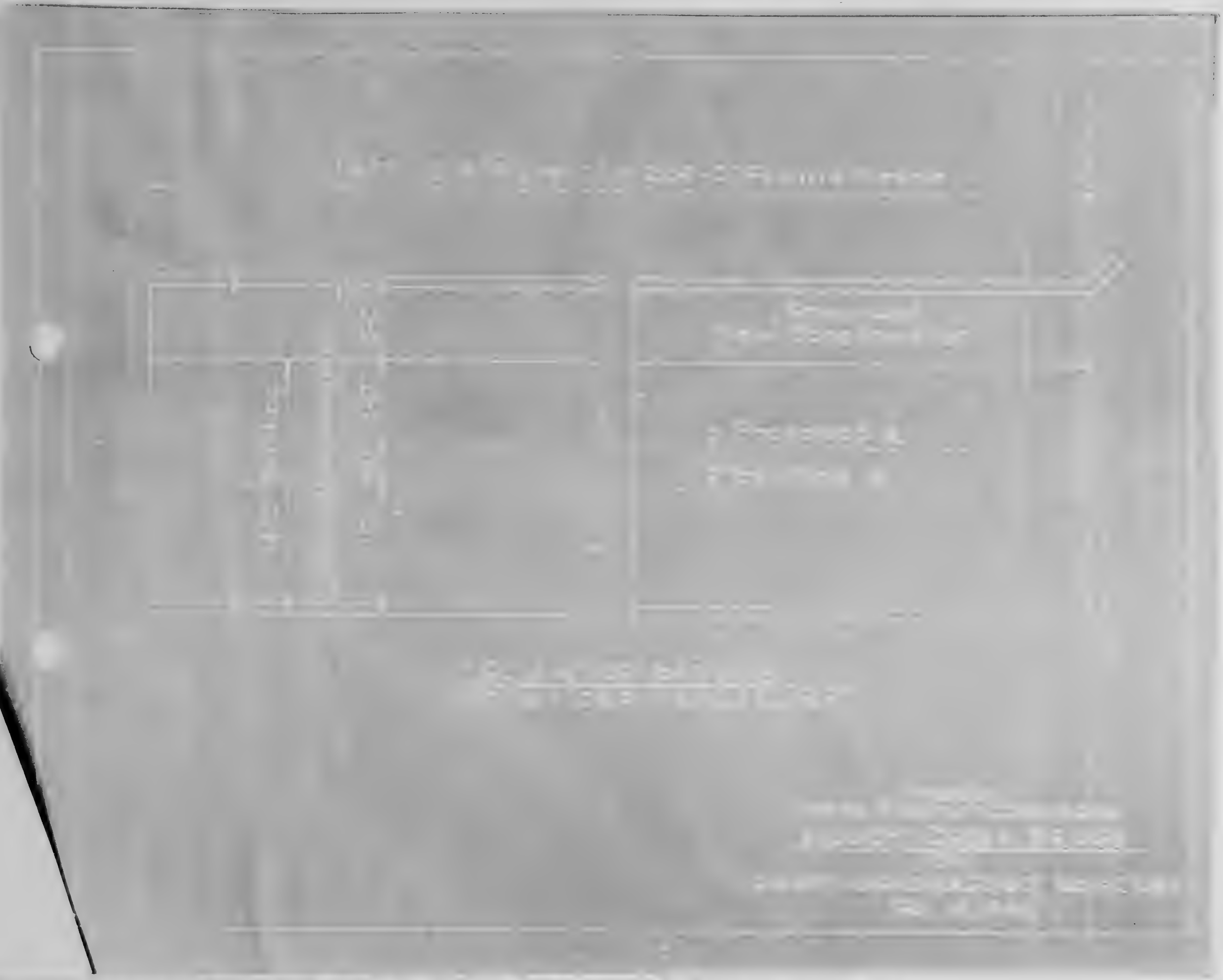
In widening and reconstructing the existing road, the center line is being moved 4 feet westerly from the center line of the present pavement, which makes possible the widening of the structures entirely on the westerly side.

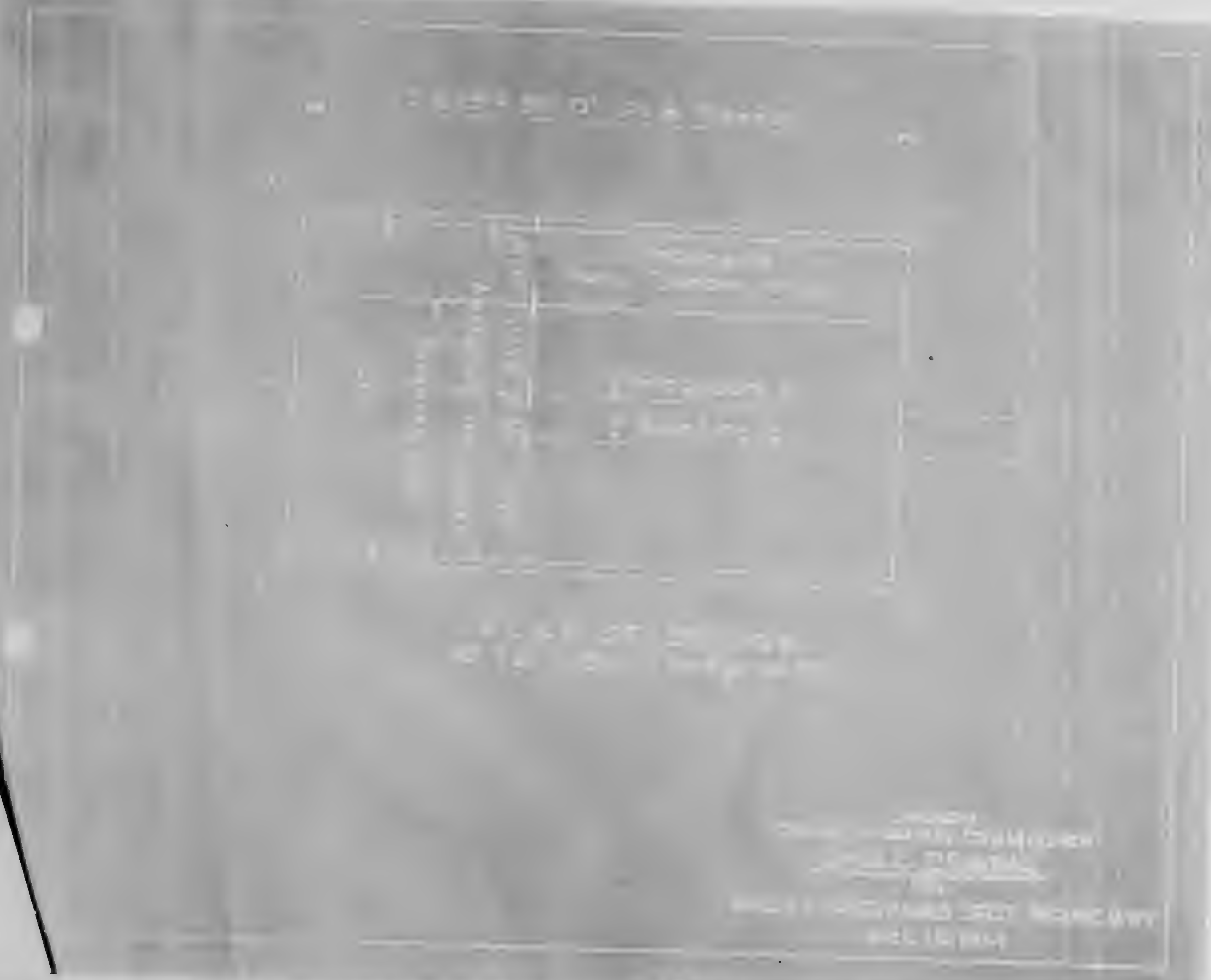
Attached hereto are three prints each from drawings showing the general scheme of widening. We would ask your consideration and approval for the inclusion of these widenings in the project.

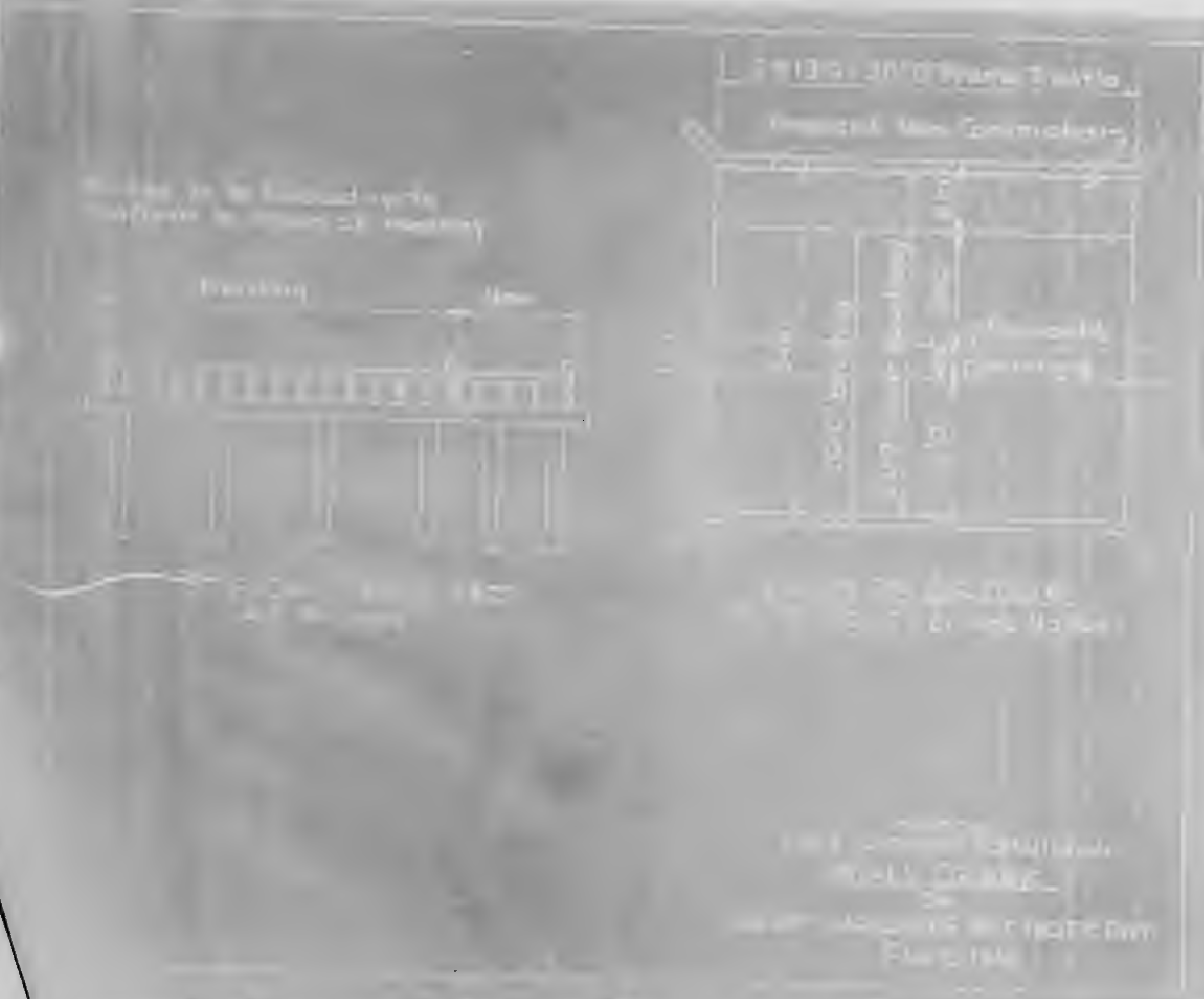
Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

Enc.







Proposed New Construction
Existing
New

26-1154 Oneonta Sec.(Slide Removal)
Columbia River Highway 1944

#2688

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JAN 17 1950
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COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

1154

2678

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

January 5, 1950

Baldock
Williams

Mr. T. H. Banfield, Chairman
State Highway Commission
P. O. Box 450
Portland 7, Oregon

Mr. Ben R. Chandler
State Highway Commissioner
101 North Broadway
Coos Bay, Oregon

NOTED
W. C. WILLIAMS

NOTED
State Highway Engineer

Mr. Charles H. Reynolds
State Highway Commissioner
P. O. Box 898
La Grande, Oregon

Gentlemen:

During the December meeting of the Commission I proposed for your consideration a compromise settlement of the claim urged by the Union Pacific against the State in connection with the case of Union Pacific, et al., plaintiffs, v. T. H. Banfield, et al., defendants, but because of the amount of money involved, the factors requiring special consideration, and the seriousness and complications involved in a decision which the Commission would be called upon to make I was requested to put in writing my statement of facts, the law applicable thereto, and my opinion with respect to the State's liability, supported by my advice with respect to a compromise settlement. Therefore, in an effort to meet the Commission's request, which is in all respects reasonable, I offer the following statement of the facts, my opinion of the law, and my recommendation with respect to a settlement:

## SOME GENERAL OBSERVATIONS

1. On December 29, 1936, the State and the Railroad entered into an agreement by which the Railroad granted to the State an easement right to use for highway right of way purposes a part of the railroad right of way lying between the railroad and the Columbia River.

2. Among other conditions and provisions the said easement agreement contained these:

a. "Section 8. (3) The State at its own expense shall adequately police and supervise all work of construction, maintenance, repair and renewal and

FORWARDING
RECEIVED

other work in connection with said Highway, and shall regulate and conduct the same in such manner that the prosecution thereof shall not endanger, interfere with, hinder or delay the operations of the Railroad Companies or of said utilities or other lawful users, and shall not inflict injury to persons or damage to property upon or about the Railroad Companies' premises."

b. "Section 8. (5) The State shall not permit debris incidental to the construction, maintenance, repair or renewal of said Highway to foul the drainage ditches or ballast or roadbed of the Railroad Companies, and if any such debris shall be cast thereon, the State shall immediately remove the same at its own expense."

c. "Section 10. So far as it lawfully may do so, the State shall protect, indemnify and save and hold harmless the Railroad Companies and said utilities and other lawful users of the Railroad Companies' property, and each of them, (the Railroad Companies, said utilities and other lawful users being hereinafter collectively called 'indemnitees'), from and against any and all loss, cost, damage, expense and liability by reason of injury to or death of persons whomsoever (including officers, agents, servants and employes of said indemnitees or any of them, and passengers of said Railroad Companies, as well as other persons), and/or damage to or destruction of property whatsoever (including property of or in the custody of said indemnitees or any of them, as well as other property), directly or indirectly caused by or in any manner resulting from any act or omission of the State or of its contractors, subcontractors, agents, servants or employes in the construction or maintenance, repair, renewal or use of said Highway."

3. The State, pursuant to advice given by its Engineer, decided to build on property made available under said easement agreement a highway grade, and in furtherance of said plan it was decided to procure the materials, or a part of the materials, needed for such purpose from a deposit or hill located south of the railroad and south of the present highway, which source consisted of a hill or mountain side adjoining the right of way of the highway.

4. For the purpose of carrying out said plan and purpose the State entered into contracts as follows:

a. A contract with G. B. Lyon and Company dated November 2, 1939, by which the contractor was called upon to excavate from said hillside 535,000 cubic yards of roadbuilding material, which were taken from said rock borrow near Oneonta and were deposited on the land covered by the railroad easement.

b. On October 11, 1940, the State entered into a contract with one K. L. Goulter by which the said contractor was called upon to excavate 44,300 cubic yards of material from the same source and deposit the same on the same roadbed.

c. On June 14, 1944, the State entered into a contract with Babler and Conley by which the contractors were required to excavate and remove 37,000 cubic yards of materials from the same source and deposit the same on the said roadbed or grade.

5. All of such materials were transported by truck from said road borrow, known as the Oneonta borrow, across the highway and under the tracks of the Union Pacific and deposited, as stated, on the land or a portion of the land covered by said easement.

6. On February 5, 1946, a tremendous slide occurred at the site of the Oneonta borrow pit, which extended northerly on the mountainside across the Columbia River Highway, across the railroad right of way, and out into the Columbia River. On February 27 a second slide occurred at the same site. Again, on February 28, a third slide occurred at the same site, causing additional damage.

7. The Railroad Company's train operations were interfered with, necessitating the diversion of its trains across the river and from thence into Portland over the tracks of another railroad company. The Railroad also sustained damage in connection with the restoration of its railroad facilities damaged by said slide.

8. The Railroad Company filed with the Secretary of State a claim for reimbursement for all loss and damage it sustained by reason of said slide, but said claim was referred by the Secretary of State to the Highway Commission and was by the Highway Commission denied.

9. On August 7, 1947, a complaint was filed in the Circuit Court of the State of Oregon for Multnomah County against the State, as represented by its State Highway Commission, in which complaint the Railroad Company seeks to recover for the damage sustained, the amount of such damage being $134,120.58 with interest at six per cent per annum from March 10, 1946.

## LEGAL ISSUES INVOLVED

1. Prior to 1929 the State of Oregon could not be sued without its consent, which consent can be given only by the legislature.

2. In 1929 the legislature amended the law and by the amendment provided that the State, by and through its State Highway Commission, can be sued upon a contract which the Commission has made and which contract is a legal contract.

3. The Railroad Company in its complaint relies upon the easement agreement and the obligations, some of which I have quoted in this statement, as the kind of contract which is contemplated in the legislative act of 1929.

4. The Commission's legal staff filed a demurrer to the complaint and raised a question that the contract relied upon by the Railroad Company is not a contract within the meaning and purpose of the statute, but the trial court held against us and the case is now at issue on the facts or merits.

5. If the case is tried and the Railroad Company prevails, the State may then appeal to the State Supreme Court and raise the same legal question that was raised in the trial court.

## FACTS ALLEGED IN COMPLAINT

The Union Pacific in its complaint urges these facts:

1. That the Columbia River Highway, as originally located, was constructed prior to 1936 and from the date of its construction was under the control of the Highway Commission.

2. That on or about 1939 the Highway Commission decided to relocate and construct the portion of said highway between Troutdale and Warrendale along the shore of the Columbia River.

3. Said location required encroachment at several points on railroad right of way.

4. The Railroad and the State entered into an agreement by which the State was given permission to use portions of the railroad right of way for highway right of way, and the plaintiff points for authority for said agreement to Section 100-3504, O. C. L. A.

5. Construction of a highway along the river route required considerable fill and embankment construction.

6. The Commission elected to procure a portion of the materials for such highway embankment from a source known as the Oneonta borrow pit, which is located above the railroad and above the then existing highway.

7. Said borrow pit was established on the north slope of the Cascade Mountains approximately 150 feet south of the present or original Columbia River Highway and some 225 feet south of the railroad.

8. The elevation of the bottom of the pit was approximately seventy-five feet above the grade of the old Columbia River Highway and 115 feet above the track level of the railroad. Other physical facts are alleged with respect to the status of said borrow pit, which facts are not necessary in this statement.

9. It is then set out that the State at various times took from said borrow pit materials and transported them by truck to the new roadbed.

10. It is then alleged that on February 5, 1946, as a direct result of excavation and disturbances of the natural repose of said mountain slope and its normal drainage, great quantities of rock, gravel, sand, dirt, anddebris slid down, much of which lodged on the railroad and interrupted train operation.

The Railroad then alleges that the State was negligent in these things, which constituted a breach of its contract with the Railroad:

a. In permitting slide material of a quantity of approximately 350,000 yards to be deposited on railroad right of way;

b. In failing to adequately police and supervise the work;

c. In permitting debris incident to the construction of the highway to foul, obstruct, and interfere with the Company's drainage ditches, ballast, and roadbed;

d. In failing to take or observe precautionary or safety measures necessary for the adequate protection of the railroad property;

e. In failing to protect and indemnify the Railroad against loss, cost, damage, and expense resulting from the State's work.

## STATE'S DEFENSE

The State has denied by its answer the allegations of negligence relied upon by the Railroad.

In order to prepare for the defense, the State employed Doctor Hodge, geologist on the faculty at Oregon State, to examine the situation and express his opinion as to the State's liability for the slide, and he in his long prepared statement said that the State was not at fault but that the fault was chargeable to other causes, one of which, he said, was the vibration caused by heavy freight trains moving over the Union Pacific railroad.

Later we had a conference with Doctor Hodge and went over some parts of his report and analysis, and the answers he gave to our questions were not very satisfactory. For instance, along toward the latter part of our conference he tried to say that the slide was the result of an act of God and he claimed that, as I have said, the slide was caused by vibrations of train operation, and then he said: "I do know that I have examined it and I find that there are 10 or 11 or 12 factors - things - how can they tell. It could have been due to this, this, this, I don't know what caused it. How can you pin it down?"

The Railroad Company employed a geologist from the State University in Washington, and he says the reverse of what Doctor Hodge says. It is claimed by Doctor Hodge that the Railroad Company took material from the same area, but the Railroad Company says that the materials it took were taken some twenty or more years ago and that no unfavorable results occurred during those twenty years, and it points to the fact that the unfavorable results took place shortly after the State interfered with the toe of the slope related to the mountain.

The State's contractor who took out the 535,000 cubic yards was G. D. Lyon, and I procured from him a written statement of his reaction to the situation, and he said that he performed the work in accordance with the specifications written in his contract, and then he says: "Each excavation made would cause material on higher levels of the slide to slough off to the toe. Thus the slide following each excavation would regain a natural slope."

I quote further from the statement by Mr. Lyon:

"The method employed in excavating and in obtaining the material for the embankments was a method commonly employed by contractors when obtaining material from a slide. At all times the method employed in excavation and the area where the excavation work was performed was under the direct supervision of engineers on the job representing the Highway Commission of the State of Oregon. At no time did the engineers object to the methods which I employed or to my plan of operation.

"In my opinion the work which I did, did not cause the slide area to be more unstable and the work performed by me was not of such a nature as would cause a major slide. The only hazards encountered in the performance of this work were from the general and more or less continuous sloughing off process and from large rocks which occasionally rolled down to the toe of the slide. Both the sloughing off process and the rolling of rocks down the slide endangered both workmen and construction equipment. I did everything possible to reduce these hazards to a minimum but when working in a slide area these two hazards are always present and must be faced by the contractor who is doing that type of work. During the prosecution of the work we did not experience any injury to personnel and the damage to equipment was on the whole of a minor nature.

"* * * After I had performed all of the work called for by the contract and specifications the Highway Commission requested me to construct a log crib immediately south of the barrier just described and between the barrier and the excavation area. This log crib extended across the entire width of the excavation area and was filled with rock. The construction of this log crib was done under force account agreement with the Highway Commission, was built under the direction of the engineer in charge and was later accepted and paid for by the Highway Commission.

"All of the work which I did under this contract was under the direct supervision of the engineers of the Highway Commission. All of the work performed was accepted and paid for by the Highway Commission as being in accordance with the terms of the contract and contract specifications."

Mr. Lyon at one time prior to his written statement and shortly after the lawsuit had been started volunteered a statement to me to the effect that the entire job seemed hazardous, and he said: "I expected 'most any time to find my equipment buried under slide material."

## CONCLUSIONS AND OBSERVATIONS

As stated before, if this case is tried and the State loses, I will recommend an appeal to the Supreme Court, and in connection with that appeal we will raise again the question of the Company's lawful right to sue the State. However, we must admit that that defense is very technical and if the court has in mind the principles of equity it may hold that the easement agreement and its obligations are sufficient to permit the Railroad to sue the State.

If that defence is destroyed by the decision of the Supreme Court, then, of course, we must rely on the facts, and we are confronted at the beginning with a situation where one geologist says the State is not at fault and another geologist says the State is at fault.

We are also confronted with the fact that the hillside had remained stable for approximately twenty years following the taking of material by the Railroad.

We are also confronted with the statement of our contractor to the effect that slide materials consisting of rock and earth and other material were constantly falling as a result of his excavations.

We are confronted with a situation which has its roots in the principles of equity. In the first place, the State needed the Company's right of way. It could by law get that right of way by agreement. Had we failed to get it by agreement we could, under the law, have condemned it. However, we did get it by agreement.

We are confronted with the fact that the Railroad Company would not have let us in by agreement if the Company had in any way anticipated that evil and harmful results would flow from our use of the land or our use of other land from which to get materials in order to make it possible to use the railroad land.

At the same time the State did not anticipate any such results, or, had we anticipated them or had the Commission known of them, we would not have pursued the course we did.

The main question is: Did we err in selecting that source from which to procure materials in the manner in which we took them and, having selected the source and determined the method, did we use proper precautions? It perhaps would have been more expensive but perhaps would have avoided the slide had the materials been removed from the upper part of the slope, leaving the toe of the slope stable. Those are engineering questions that I cannot answer, but they are challenges which the Railroad Company is putting in our way.

The Company's claim is for $134,000. In addition to this claim, the Western Union Telegraph Company has a claim of approximately $14,000, which it has not reduced to a lawsuit but is waiting for a determination of the railroad case. If this case goes to trial and the State loses we will be held liable for approximately $148,000, plus interest from 1946 if the court allows interest. However, we have a legal defense, I think, against interest. In addition to the $148,000, there will be the costs of the trial, both our costs and the Railroad costs.

The Railroad Company has offered to settle its claim for approximately $67,000. The Western Union has agreed to settle on the same basis; in other words, for fifty per cent of its claim. In view of the hazards and the difficulty of establishing lack of liability on the part of the State, and in view of the fact that the Railroad Company went along with the State and made available the easement, and in view of the further fact that the Railroad has sustained this injury and damage through no fault chargeable to it, and in view of some principles of equity which I think apply, I recommend that this case be compromised on the basis of fifty per cent of the amount of the claim.

If the case goes to trial and the Railroad wins, the State will still be liable in the future for damage caused under similar circumstances and by like causes. In other words, a compromise settlement of this case or a settlement by court does not in any way affect the future liability of the State under like conditions. We are liable for our negligent acts in the future regardless of the disposition of this controversy.

Very respectfully,

J. M. DEVERS

JMD:AWP

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26-1154

2688

File C

Salem, Oregon
October 25, 1949

Mr. J. M. Devers

As requested, I furnish you herewith the names of engineers who worked on or have knowledge of the work performed at the Oneonta slide, which is now a court issue of the Union Pacific Railroad Company:

Construction Engineer H. G. Smith
Maintenance Engineer E. A. Collier
Resident Engineer Carl Peterson
District Maintenance Superintendent W. H. Strohmayer
Assistant Division Engineer Frank T. Young

I, of course, am quite familiar with the slide, as I was Division Engineer at Portland when the slide occurred. However, I was not present when the excavating of slide materials was underway, as the major portions had been removed in about 1939, and I did not take over the Portland Division until 1941. There was some work performed on the slide cleanup during the war period. At that time I was in the service, and Mr. Frank T. Young was Acting Division Engineer.

After the slide occurred, Mr. Paul Van Scoy made an inspection and report thereon. I do not believe, however, that he was familiar with the work during the time the material was being removed.

I do not have the address of Mr. Lyons, who had the grading contract, but I understand he is somewhere in Montana. If you wish to communicate with him, I am quite certain his address can be secured from Mr. Harding, Manager, Portland Chapter of the Associated General Contractors.

W. C. Williams

WCW:ms

FORM 5-133 15M 8-49

**COMMISSIONERS**
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Oct. 20, 1949

Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

The attorneys for the Railroad Company are pressing for consideration, the slide case. All of the court papers have been completed and the case is now at issue, and the Railroad Company can ask that it be set down for trial. I have requested that it refrain from doing so for a time further at least.

I would like to have the names and locations of all of the engineers who have had anything to do with the work involved in the slide. I want to discuss the matter thoroughly with each one, and I will appreciate it if you will give me their names and post office addresses or telephones. If you have the address of Mr. Lyons, the contractor who removed the 500,000 cubic yards of materials, I would like to have that too.

Yours very truly,

J. M. Devers
J. M. DEVERS

JMD:FRC

26-1154
2688

July 23, 1945

Mr. S. Murray
Resident Engineer, Operating Dept.
Union Pacific Railroad Company
Portland 5, Oregon

Dear Mr. Murray:

Reply is made to your letter of July 21, regarding the completion of Babler & Conley's Contract No. 2688 with the State Highway Commission for the removal of detritus material on the Columbia River Highway at Oneonta.

Inspection of the record reveals that this project was completed on September 15, 1944, and was formally accepted by the State Highway Commission at its meeting on October 24, 1944. According to the record the final amount paid to the contractor was $27,232.80. The warrant covering such final payment was mailed to the contractor on October 27, 1944.

Hoping that the above information is what you desire, I remain

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG gl

Form 3010
8-41-9M

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON 5

July 21, 1945

Mr. R. H. Baldock
Chief Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

Under date of June 14, 1944, your Commission entered into a contract with Babler and Conley, for the renewal and disposal of approximately 37,000 cubic yards of detritus material from your borrow pit near Oneonta. In connection with the project, this Company and the Western Union Telegraph Company entered into the usual agreement with the contractor, because, in his operation, the contractor would pass beneath our Bridge 30.35.

Representatives of the General Casualty Company of America, who, with the contractor, executed bond attached to our agreement, inquire as to whether or not the contract has been completed.

Will you please advise if the work covered by your contract with Babler and Conley, dated June 14, 1944, has been completed.

Yours truly,

S. MURRAY

ANSWERED
H. B. GLAISYER

REFERRED TO
Mrs. Lewis
BY SECRETARY

what is the status of this job.
HBG

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JUL 23 1945
OREGON
STATE HIGHWAY COMMISSION

SHIP AND TRAVEL BY RAIL

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MAR 12 1945
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26-1154
2688

March 2nd, 1945

# FINAL COST ANALYSIS
## Slide Removal

Oneonta Section
Contract #2688

Columbia River Highway
Prefix 26-1154

Babler and Conley, Contractors
Carl Peterson, Resident Engineer

| Item | Quantity | Unit | Cost | Bid | Unit Cost | Unit Bid |
|---|---|---|---|---|---|---|
| Removal and Disposal of Detritus Encroachment | 38,904 | Cu. Yd. | $23,548.37 | $27,232.00 | $0.605 | $0.70 |
| | | | $23,548.37 | $27,232.00 | | |

| | |
|---|---|
| Gross Revenue | $27,232.00 |
| Total Cost | 23,548.37 |
| Net Profit | $3,683.63 |

Net Profit Equals 13.5% of Gross Revenue

NOTED
State Highway Engineer

## Oneonta Section

Labor:

| | | |
|---|---|---|
| Labor (Including Supervision) | $4,857.82 | |
| Unemployment Insurance | 114.23 | |
| Social Security | 83.77 | |
| State Industrial Accident Insurance | 283.27 | |
| | | $5,339.09 |

Equipment Rental and Miscellaneous:

| | | |
|---|---|---|
| Equipment Rental | $1,954.70 | |
| Rented Trucks (Including gas, oil, grease and operators) | 11,850.10 | |
| Gas, Oil and Grease | 405.01 | |
| Repairs and Misc. Supplies | 2,496.07 | |
| Lumber (For temporary bridge) | 192.64 | |
| Freight | 26.78 | |
| Bond | 272.33 | |
| Railroad Bond Insurance | 500.00 | |
| PL & PD Insurance | 123.02 | |
| Home Office & General Overhead | 388.63 | |
| | | 18,209.28 |

| | | |
|---|---|---|
| Total | | $23,548.37 |

REMARKS:

This was a "State Project" comprising the removal of slide rock from the Oneonta borrow pit, the hauling of the material from the pit and the disposing of the material by the construction of a rock toe embankment between relocated highway stations 1350 and 1383 of the Columbia River Highway. The project was bid and awarded June 14th, 1944. Work was started August 10th, and completed September 16th, 1944.

Equipment used by the contractors consisted of one 1½ cubic yard shovel, sixteen 4 cubic yard dump trucks and a tractor equipped with bulldozer. One pickup was used for transporting men and tools. The shovel, tractor and pickup were owned by the contractors. All trucks were hired by the cubic yard, truck measure, hauled. Unit price per cubic yard was $0.30. Average haul was 2 miles.

An analysis of the haul showed that sixteen trucks were used an average of 270 hours each, making the total truck time approximately 4320 hours. Total yardage hauled equaled 38,904 cubic yards, making an average yardage about 9 cubic yards per hour. Nine yards per hour allows the trucks an hourly rate of $2.70. It is apparent that while the contractors made a fair profit on the project, the hired trucks operated at a loss as the cost of operating trucks of the size used is $3.30 per hour. Loss to the truck operators was $2,334.00.

The bid price of $0.70 less $0.30 for hauling allowed the contractors $0.40 per cubic yard for loading, dumping, incidental work covered by the contract, supervision and overhead. Total cost of these items was $11,698.27 or $0.30 per cubic yard.

This contract was well supervised, handled with a minimum of equipment and had a very small amount of down time. With the advantage of low hauling costs the contractors realized a fair profit, but the project would have shown little profit if all the work had been done by the contractors even though the bid price was about double the bid for the same class of work in 1939.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

26-1154
2688

October 9, 1944

General Casualty Company of America
Dooley & Company
Board of Trade Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2688 for work on the Oneonta Section of the Columbia River Highway, in Multnomah County, has been completed by the contractor, Babler & Conley, and that final payment in the amount of $816.98 will be made on or after October 24, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $27,232.80 and that no force account work was performed therein. This contract was completed on September 15, 1944 but has not yet been accepted by the Commission. However, we anticipate that it will be accepted by the Commission at its next meeting, which will be on October 24.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VBH

RECEIVED
SEP 29 1944
FOR FILING

26-1154
2688

September 28, 1944

General Casualty Company of America,
Dooley & Company, Agents,
Board of Trade Building,
Portland 4, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Babler & Conley, Portland, on Contract No. 2688, covering removal of detritus encroachment on the Oneonta Section of the Columbia River Highway in Multnomah County. This payment, in the amount of $1,125.52, will be made on or after October 9, 1944. The retained percentage is $816.98.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

[redacted]

By

jse

Secretary

Form B-1—5M—4-43

## OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. I6, 1944

Section Oneonta

Kind of work Removal of Detritus Encroachment

Highway Columbia River

Section prefix 26 - II54

Contractor Babler & Conley

Contract number 2688

Date of contract June I4, 1944

Date of completion Sept. I5, 1944

Date work started Aug. 7, 1944

Estimated date of completion Sept. I5, 1944

Amount of contract . . . . . . . $ 25,900.00

Per cent of time elapsed 90 %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . . . . . . $ 27,232.80

Per cent of contract completed, based on total contract price . . . . . . . . . . . . . I00 %

Engineering cost to date, $ I470.00, 95 %

Date project was completed Sept. I5, 1944

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the rock toe embankment from station I350 to station I379 + 50 to elevation 2I.5

He removed the temporary crossings at Oneonta and Horsetail Creeks. Very good progress was made throughout the job.

The floor of the Oneonta borrow pit now has has an average width of 75 feet from the log crib barrier to the toe of slope.

Engineer crew set final grades two days this week.

NOTED
E. M. [illegible]

Signed Carl A Peterson

Address 9200 S E McLoughlin

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 0.62 | | | | |
| Miles partially completed | | | | | |
| Miles completed | 0.62 | | | | |
| Total estimated quantities | 38,904 | | | | |
| Estimated quantities moved or placed to date | 38,904 | | | | |
| Average daily quantities | I500 | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | I | | | | |
| Hours per shift | 9 | | | | |
| Average force on project for week | 24 | | | | |

Percentages of men employed on contract to be secured from:

........ County, ....%; ........ County, ....%; ........ County, ....%; ........ County, ....%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | 7 | | | | | 2 | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | I4 | | | | | | |
| Men and tractors | I | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ........, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants ........

Compressors ........, Bulldozers ........, Sheep-foot rollers ........, . . . . . . ........, . . . . . . ........, . . . . . . ........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | clear | | |
| Monday | " | | |
| Tuesday | " | | |
| Wednesday | showers | | |
| Thursday | " | | |
| Friday | " | | |
| Saturday | " | | |

STATE PRINTING DEPT.

RECEIVED
JUL 1944
FOR FILING

26-11574
2688

July 3, 1944

Mr. S. Murray, Resident Engineer
Union Pacific Railroad Company
Portland 5, Oregon

Dear Mr. Murray:

Replying to yours of June 30th concerning the removal of 37,000 cubic yards of detritus material from the Oneonta Borrow Pit adjacent to the Columbia River Highway, Multnomah County, I wish to say that the Highway Commission took bids for this project on June 14, 1944 and awarded the contract on the same day to the low bidders, Babler & Conley, Portland, at $25,900.

Babler & Conley is a partnership consisting of Lloyd Babler, James M. Conley and Martin J. Conley, Their Portland address is 4617 S. E. Milwaukie Ave. The official description of the job is as follows:

> "State Highway Contract No. 2688 for the removal and disposal of approximately 37,000 cubic yards of rock detritus encroachment on the Oneonta Section of the Columbia River Highway, Multnomah County."

As requested, I am forwarding, under separate cover, a copy of the contract but am unable to insert the signatures because execution of the contracts is not yet completed and they do not happen to be in my office at the present writing. Should you desire such information, we will be pleased to furnish it later, upon request.

The bond was written by the General Casualty Company of America, for which Dooley & Company, Board of Trade Building, Portland 4, Oregon, are agents.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG:vs

Form 3010
6-41-5M

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

5
PORTLAND, OREGON

June 30, 1944

Mr. R. H. Baldock
Chief Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

It is my understanding you are about to award a contract for the removal of approximately 37,000 cubic yards of material from the Oneonta Borrow Pit on the Oneonta Section of the Columbia River Highway in Multnomah County.

When this contract is awarded, will you please advise the full corporate name of the contractor and his address, also date of contract. This information is desired for the purpose of drafting our indemnity agreement to conform.

If convenient, would appreciate a copy of the contract.

Yours truly,

S. MURRAY

RECEIVED
JUL 1 1944
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

SHIP AND TRAVEL BY RAIL

M

RECEIVED
JUN [illegible] 1944
FOR FILING

26-1154
2688

June 15, 1944

Babler & Conley
4617 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2688 which was awarded to you by the State Highway Commission on June 14, 1944 covering the Oneonta Section of the Columbia River Highway, Multnomah County, for the removal and disposal of approximately 37,000 cubic yards of rock detritus encroachment.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

HDG:vs

RECEIVED
JUN 16 1944
FOR FILING

26-1154
2688

June 15, 1944

Babler & Conley
4617 S.E. Milwaukie Ave.
Portland, 2, Oregon

Gentlemen:

This note is simply to inform you that the State Highway Commission at its meeting yesterday, June 14, 1944, awarded to you the contract for the removal and disposal of rock detaining materials from the Oneonta Section of the Columbia River in Multnomah County, for which you submitted the low bid of $25,900.00.

Contract forms will be sent to you shortly for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:mh
cc: S. H. Probert
G. S. Paxson

RECEIVED
MAY 20 1944
FOR FILE
26-1154
2688

Salem, Oregon
May 12, 1944

Mr. E. C. Smith
Construction Engineer
Office

Dear Sir:

The State Highway Commission at their meeting on May 9 authorized an expenditure of $30,000 for removing slide material on the Upper Columbia River Highway.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JMcHP
cc- S. H. Probert

M

AG[illegible]A
MAY 1[illegible]44

4.c

RECEIVED
FORM E-30 25M 1-43
[illegible] 1944
FOR FILING

26-1157
2688

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 24th, 1944

**SUBJECT:** Oneonta Borrow Pit

**To:** Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Mr. Collier advises that owing to our inability to finish the contemplated work along the Columbia River Highway in the vicinity of Multnomah Falls and Oneonta, that the large borrow pit at Oneonta will become dangerous next winter.

We have additional rock toe required on the Oneonta-Dodson Section in the amount of 39,000 cubic yards, and it is suggested that this amount be removed from the borrow pit by contract during the fall.

This is estimated to cost about $30,000.

Very truly yours,

H. G. Smith
H. G. Smith
Construction Engineer

HGS:AR

REFERRED TO
Glasser
by Chief Engineer
Agenda

5 + C

RECEIVED
19 1945
FOR FILING

29-4206

Salem, Oregon
October 18, 1945

Jas. McI. Wood, West & Co.
625 Failing Building
Portland 4, Oregon

Gentlemen:

Reference your letter of October 17 regarding completion of Contract No. 2689, Mr. J. F. Johnston, contractor, for repair of Wilson River Bridge on Wilson River Highway.

Our records show this contract was completed October 20, 1944, and accepted by the State Highway Commission November 14, 1944. The final payment for work on this job was made November 29, 1944, the total amount paid to the contractor being $6,254.01. We have no record in this office of any claims against the job, and there was no force account work performed.

We trust the above information is what you require for the termination of your file.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

gl

— REPRESENTING —
COLUMBIA CASUALTY COMPANY

**Jas. McI. Wood, West & Co.**
525 FAILING BUILDING
TELEPHONE ATWATER 8643
PORTLAND 4, OREGON

October 17th 1945.

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. H. B. Glaisyer

Gentlemen:

Re: Contract No. 2689 - J. F. Johnston,
Contractor, Repair Wilson River
Bridge on Wilson River Highway.

We executed the contract bond on behalf Mr. J. F. Johnston covering the above contract, but inasmuch as no report has been received from your Department as to the completion of this work, the Home Office has requested that we secure such report from you for the termination of their file.

We would appreciate receiving this at your earliest convenience.

Very truly yours,

COLUMBIA CASUALTY COMPANY
JAS.McI. WOOD WEST & CO.
Resident Agents

By FM Shearer

MS.

REFERRED TO
Mrs. [illegible]
BY SECRETARY

please furnish the information for reply
HBG

CAPITAL STOCK COMPANY INSURANCE
Standard protection

RECEIVED
OCT 18 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 18 1944
FOR FILING

29-4206

November 17, 1944

J. F. Johnston,
800 Sheridan Street,
Newberg, Oregon.

Dear Sir:

The State Highway Commission, at its meeting on November 14, 1944, granted you the extension of time requested from September 30, 1944 to October 21, 1944, without penalty, in connection with Contract No. 2689, covering repair work on the Wilson River Bridge in Tillamook County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

jeo

Secretary

RECEIVED
NOV 10 1944
FOR FILING

29-4306

November 9, 1944

Columbia Casualty Company of New York, N. Y.
Jas. Mcl. Wood, West & Company
Failing Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2689 for work on the Wilson River Section of the Wilson River Highway, in Tillamook County, has been completed by the contractor, J. F. Johnston, and that final payment in the amount of $2,247.89 will be made as soon as it has been accepted by the Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there by any.

For your information we wish to advise that the total contract amount is $6,254.01 and that no force account work was performed therein. We do not yet know the date of completion of this contract, but we shall advise you when we have this date and when the contract has been accepted by the Commission.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

rmr

RECEIVED
JUL [illegible]
PORT[illegible]

29-4206

July 13, 1944

J. F. Johnston, Contractor
800 Sheridan Street
Newberg, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2689, which was awarded to you on June 14, 1944, by the State Highway Commission covering the repair of Wilson River Bridge on Wilson River Highway in Tillamook County. This copy is for your records.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

mh

M

RECEIVED
JUL 14 1944
FOR FILING

29-4206

July 13, 1944

Columbia Casualty Co. of New York
310 Lewis Building
Portland 4, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2689 which was awarded to J. F. Johnston, Contractor, by the State Highway Commission on June 14, 1944, covering repair of the Wilson River Bridge on the Wilson River Highway in Tillamook County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

mh

FORM E-90 25M 8-43

FOR [illegible]

**OREGON STATE HIGHWAY COMMISSION**

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
MAY 10 1944

29 - 4206

4h

Salem, Oregon
April 6, 1944

SUBJECT: Wilson River Bridge
(Crossing No. 2)

To:

#2689

Mr. C. B. McCullough
Asst. State Highway Engineer
Office

Dear Sir:

We have received an inspection report showing that the lower chords, diagonals, and trestle posts in this structure are decayed so far that complete replacement is necessary. The present structure was built several years ago on a detour alignment which is far enough away to permit its use during construction of a new bridge on the permanent line. A concrete arch structure with concrete approaches on the new line will cost approximately $61,000. A steel deck truss at the same site will cost approximately $48,000. The retimbering of the existing truss will cost about $7,500. This still leaves us with a substandard bridge and one which is not on the new alignment. However, in view of the difficulty of obtaining materials and the excess cost of construction at this time, I believe that it will be advisable to retimber the old bridge, even though we build a new structure immediately after the war.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP GM

REFERRED TO
Kaiser
By Chief Engineer

For Agenda.

RHB

ok for retimbering
present bridge
[illegible] contract

SYC

RECEIVED
JUN [illegible] 1944
FOR FILING

29 - 4206

June 17, 1944

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2689 which was awarded to you by the State Highway Commission on June 14,1944 covering repair of Wilson Avenue Bridge on Wilson River Highway in Tillamook County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, Page 13, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

VS

RECEIVED
JUN 16 1944
FOR[illegible]

29-4206

June 15, 1944

2689

Mr. J. F. Johnston
600 Sheridan Street
Newberg, Oregon

Dear Mr. Johnston:

This note is simply to inform you that the State Highway Commission at its meeting yesterday, June 14, 1944, awarded to you the contract for reconstructing the bridge over the Wilson River on the Wilson River Highway about 11.5 miles east of Tillamook, for which you submitted the low bid of $6,185.00.

Contract forms will be sent to you shortly for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:mk
cc: S. H. Probert
G. S. Paxson

RECEIVED
MAY 12 1944
FOR FILING
Const.
Project
Bridge

Salem, Oregon
May 12, 1944

Mr. G. S. Paxson
Bridge Engineer
Office

Dear Sir:

At their last meeting, the Oregon State Highway Commission authorized an expenditure of $7,500 for retimbering the old Wilson River Bridge on the Wilson River Highway.

The work is to be performed by contract.

Very truly yours,

C. B. McCullough
Ass't. State Highway Engineer

[illegible]
cc - R. A. Collier
C. E. Probert

236-1010 Sheridan City Street Oiling Project
Yamhill County. 1944

#2690

RECEIVED
OCT 31 1944
FOR FILING

236 - 1010

October 28, 1944

Hartford Accident & Indemnity Co.
Merrill D. Ohling, Agent
275 State Street
Salem, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2690, with Western Rock Company, contractor, for work on the city streets of Sheridan, in Yamhill County, has been accepted by the State Highway Commission at its meeting on October 24, 1944.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

FOR FI

236-1010

October 13, 1944

Hartford Accident & Indemnity Co.
Merrill D. Ohling, Agent
275 State Street
Salem, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2620 for work on the city streets of Sheridan, in Yamhill County, has been completed by the contractor, Western Rock Company, and that final payment in the amount of $560.40 will be made on or after October 24, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $20,881.14 and that no force account work was performed therein. This contract was completed on August 24, 1944 but has not yet been accepted by the Commission. However, we anticipate that it will be accepted at the meeting of the Commission on October 24.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

8

Form E-1—5M—4-43

# OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 26, 1944, 19

Section Sheridan City Streets

Kind of work Oiling City Streets.

Highway

Section prefix 236-1010

Contractor Western Rock Co.

Contract number 2690

Date of contract June 14, 1944, 19

Date of completion August 31, 1944., 19

Date work started July 17, 1944, 19

Estimated date of completion August 24, 1944, 19

Amount of contract $ 20,574.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 20,574.00

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 900.00, 4.38 %

Date project was completed August 24, 1944, 19

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed all work on this project on Thursday August 24th. Used the fallowing quantities,

3/4"-0" material in leveling course (P.A.) 392.0 c.y. at $2.50.

90.5 tons RT4 in prime coat.

320.75 " 150-200 asphalt.

3325.00 c.y. aggregate. 30 c.y. only of cover rock on prime coat.

150-200 asphalt used in final seal.

Chas Hughes left Wednesday P.M. for Astoria.

Gus Eksman instructed to [illegible] report to J.H. Scott at Astoria Monday morning August 26th.

RECEIVED
AUG 29 1944

RECEIVED
AUG 28 1944

NOTED
E. M.

Signed

Address Monmouth, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  |  | 4.85 |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  | 4.85 |  |
| Total estimated quantities |  |  |  | 318 tons 150-200<br>96 " RT4<br>3465 aggre. |  |
| Estimated quantities moved or placed to date |  |  |  | 320.75 tons 150-200<br>90.5 " RT4<br>3325 aggre. |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  | 1 |  |
| Hours per shift |  |  |  | 10 |  |
| Average force on project for week |  |  |  | ~~25~~ 20 |  |

Percentages of men employed on contract to be secured from:

........ County, ....%; ........ County, ....%; ........ County, ....%; ........ County, ....%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  | 8 | 2 | 10 |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  | 3 |  | 3 |
| Men and trucks over 3 tons |  |  |  |  | 7 |  | 7 |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ........, Crushing or screening plants ........

Compressors ........, Bulldozers ........, Sheep-foot rollers ........, . . . . . ........, . . . . . ........, . . . . . ........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | fair |  |  |
| Monday | " |  |  |
| Tuesday | " |  |  |
| Wednesday | " |  |  |
| Thursday | " |  |  |
| Friday |  |  |  |
| Saturday |  |  |  |

STATE PRINTING DEPT.

RECEIVED
JUL 19 1944
FOR FILING

236-1010

Sheridan

July 18, 1944

Mr. Leil Hamstreet,
City Treasurer,
Sheridan, Oregon.

Dear Sir:

I wish to acknowledge receipt of your letter of the 17th inst. and enclosed check in the amount of $131.40 which I have just received. For identification purposes, this is your Check No. 32 on The First National Bank of Sheridan, and is dated July 15, 1944.

I wish to thank you for this remittance, which I am having credited to your account.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION.

HBG/jee

cc: Hon. E. J. Bayliss, Mayor,
City of Sheridan, Oregon.

Officers
E. J. BAYLISS, Mayor
LOIL HAMSTREET, Treasurer
B. A. TEATS, Recorder
ELLERY TOWNSEND, Marshal
WALTER VAN DYKE, Water Com.
HAROLD FULLER, City Attorney
CECIL HARRISON, Fire Chief

# CITY OF SHERIDAN, OREGON

Office of City Recorder

SHERIDAN, OREGON

Councilmen
G. W. KING, Health
G. W. WELLS, Water
R. D. LUTTROPP, Finance
R. I. MERRIFIELD, Street
A. T. NAIRN, Fire and Public Property
L. M. KAUFMAN, Judicial

July 17, 1944

State Highway Commission
Salem
Oregon

Gentlemen:

Enclosed you will find check in the amount of $131.40 in payment of the balance due for engineering service for the city street pavement of Sheridan. I am sorry that this check has not been mailed to you sooner but the City Council did not meet until July 10th so until then I could not get confirmation of the balance.

I might say in this connection that I noticed the big grader come into town this morning so assume the work will be starting at once.

Thanking you for your consideration in this matter.

Yours respectfully

Loil Hamstreet

Loil Hamstreet
City Treasurer

LH:H
ENC.

[illegible] 7/18/44
[illegible]

RECEIVED
JUL 18 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL [illegible] 1944
FOR FILING

236-1010

Cont. 2690

July 18, 1944

Honorable E. J. Bayliss, Mayor,
Sheridan, Oregon.

Dear Mr. Bayliss:

I am forwarding to you today by express, a certified copy of the contract which the State Highway Commission recently awarded to the Western Rock Company for the performance of certain oiling work on the city streets of Sheridan. This is an exact copy of the original contract on file in the office of the State Highway Commission, and I thought you should have it for the records and files of the City of Sheridan.

For your information, I might add that I received in today's mail a letter from Loil Hamstreet, your City Treasurer, transmitting his check in the amount of $131.40 covering the balance of the estimated engineering cost of this job. Your remittance is appreciated.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION.

HBG/jee

RECEIVED
JUL 1[illegible] 1944
FOR FILING

2[illegible]-1010

July 8, 1944

Western Rock Company
Route 4, Box 379
Salem, Oregon

Gentlemen:

We are sending you today by mail ~~express~~ a fully executed copy of contract No. 2690 which was awarded to you on June 14, 1944 by the State Highway Commission, covering oiling on the streets of the City of Sheridan. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

mh

236-1110

RECEIVED

At the time set for the consideration of the bids received for jobs advertised letting at this meeting included with which jobs was the street improvement in Sheridan & Mr. Bayliss Mayor & Mr Cutropp Member of City Council were present representing the City and Mr Buford Chairman of the Commission explained that the low bid was submitted by ——— in the sum of $20574- to which there will be added the sum of % to cover engineering and contingencies in the sum of $2057 making a total of $22631.40 The representatives of the City were asked by Chairman Buford if the bid were satisfactory to the City and what provision had been made for payment of the job- Whereupon the Mayor with the approval of the Councilman ~~stated~~ that they were present to represent the City of Sheridan, & that the bid was satisfactory and the City concurred in the award of the contract to ——— in the amount of the bid submitted. The Mayor stated further that they were prepared to deliver to the Comm. checks drawn on the General fund of the City treasury one in the sum of 20574 and the other in the sum of $2057.40 to

Cover the engineering and Contingency Thereupon the Mayor delivered to the Commission Secretary two Checks complete except as to the respective amounts which amounts the Secretary upon request of the Mayor and in the presence of the representatives of the City filled in the amounts and the Checks were then by the Mayor delivered to the Secy. The balance of the Cost towit the sum of $ the City representatives said would be paid on the ____

RECEIVED
[illegible] 8 - 1944
FOR FILING

2 36 -1010

Cont, 2690

Salem, Oregon
June 19, 1944

Mr. F. B. Mason
Highway Division Engineer
Salem, Oregon

Dear Sir:

It will be your responsibility to see that the cost of the work, including engineering, to be done on the City of Sheridan Project does not exceed the amount of $22,632 which the City is providing, and to see that that amount is stayed within without eliminating from the improvement any of the areas scheduled for improvement.

If it should be found necessary or desirable to exceed that amount above stated, and the city officials are found to be willing to provide additional funds, arrangements are to be made with the Legal Department for the preparation of a supplemental agreement, and such agreement must be signed by the proper city officials before the work entailing the excess cost is undertaken.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to H. G. Smith

RECEIVED
JUN 1[illegible] 1944

236 - 1010

June 17, 1944

Western Rock Company
Route 4, Box 379
Salem, Oregon

Gentlemen:

We are handing you four copies of Contract No. 2690, which was awarded to you by the State Highway Commission on June 14, 1944 covering the Sheridan City Street Oiling Project in Sheridan.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

TH

Contracts mailed ups 6/16/44
#538

RECEIVED
JUN 17 1944
FOR FILING
Maint.
Highways
Music - City Sts
236-1010

Sheridan

Cross Referenced To
Maint
Highways
Music - City Streets

Salem, Oregon
June 17, 1944

Cross Referenced To
F & a/c
Allocation of Funds
To cities

Mr. R. A. Collier
Maintenance Engineer
Department

Contract # 2690

Dear Sir:

We are handing you herewith one fully executed copy of an agreement between the State Highway Commission and the City of Sheridan which provides for the oiling of certain city streets.

One copy of this agreement has been forwarded to the City, and one copy has been retained by Mr. Glaisyer for his files.

Very truly yours,

C. B. McCullough
Ass't. State Highway Engineer

JMcP
Enc.
cc - S. H. Probert
- J. M. Devers

FORM E-20 25M 5-40

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1944

SUBJECT:

To:

C. B. McCullough
Assistant State Highway Engineer
OFFICE

Dear Mr. McCullough:

Attached hereto are three copies of the agreement between the State Highway Commission and the City of Sheridan covering the construction of the city street oiling project, for which the Commission awarded the contract at its meeting held June 14, 1944. These are for further handling by you.

I have returned a signed copy to the City for its files and have retained the original for the Commission's records and files.

Very truly yours,

Secretary

mh
3 encl.

RECEIVED
JUN 16 1944
FOR FILING

236-1010

June 15, 1944

Western Rock Company
West Salem
Oregon

#2690

Gentlemen:

This note is simply to inform you that the State Highway Commission at its meeting yesterday, June 14, 1944, awarded to you the contract for oiling all city streets in the City of Sheridan, for which you submitted the low bid of $20,574.00, based on the use of tar.

Contract forms will be sent to you shortly for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:hh
cc: S. H. Probert
    G. S. Paxson

RECEIVED
MAY 29 1944
FO[illegible]

Maint
Highways
Maint - City Sts.

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1944

SUBJECT:

Sheridan

~~To:~~ Mr. C. B. McCullough,

Office.

NOTED
Asst. State Highway Engineer

Dear Mr. McCullough:

I have rewritten the Sheridan agreement and have made some changes suggested by Mr. Probert, and I believe that this is now in form to be submitted to the City for execution.

If, however, you have any changes or alterations you would like to make, if I am in proper frame of mind I may consider them.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW

P. S. Five copies of the agreement are attached hereto, one of which does not have a map attached.

Agreement Sent

Sent to H. G. Smith - 5-27-44

RECEIVED
MAY 18 1944
FOR FILING
Maint
Hwys
Municipal - City Street

Salem, Oregon
May 17, 1944

Sheridan

Mr. James McFarland

Dear Jimmy:

In connection with the work at ~~[illegible]~~ Sheridan, Mr. Baldock would like to have the contract for this work let at the June meeting, if possible.

I would suggest that you bear this in mind and see if we can't get the preliminary matters taken care of in time.

Yours very truly,

C. B. McCullough

CBM/k

RECEIVED
MAY 18 1944
FOR FILING

Maint.
Hwys
Municipal - City Sts

Sheridan

Salem, Oregon
May 16, 1944

Mr. J. M. Devers
Chief Counsel
Office

Dear Sir:

The City of Sheridan desires that we let a contract for certain work to be done on their city streets with the State Street Tax Fund.

We will let the contract in our own name and as soon as bids are received we will submit such bids to them and get their approval of the award. Before we sign a contract, however, the city should put up a certified check for the amount of the work, or if they do not have sufficient money in their funds, they can, at their option, put up a certified check for a portion of it and give us an order on the Secretary of State from the funds due them under this Act next year for the balance.

The work shall be done pursuant to plans and specifications prepared by the Highway Department and under our general supervision.

Very cordially yours,

C. B. McCullough
Assistant State Highway Engineer

CBM RHS

RECEIVED
APR 28 1944
FOR FILING

File Room

Maint
Highways
Muni - City Sts
Sheridan

April 26, 1944

The Honorable E. J. Bayliss
Mayer of the City of Sheridan
Sheridan, Oregon

Dear Sir:

With reference to the proposed oiling work on the city streets of Sheridan which you discussed with our Messrs. Bacon, Clymer, and Farrer a few days ago, we have prepared estimates on three oiling plans which we submit herewith for your consideration. The three oiling plans consist of:

1. An oil mat wearing surface 3/4" thick as per our specification 0-9 for all streets specified. Estimated cost $15,700.

2. An oil mat wearing surface 1½" thick as per our specification 0-11 for all streets specified. Estimated cost $25,100.

3. A combination of 0-9 and 0-11 using the heavier specifications on certain streets that are being subjected to heavy traffic and the 0-9 on streets with lighter traffic. Estimated cost $18,500.

The combination plan is recommended because the heavier rock for the 0-11 is available in stockpile, and because the certain streets that are subjected to heavy log hauling should have the heavier oil mat. The cost, you will note, is only $2,800 more than the 0-9 plan and will give much better results with considerably less maintenance cost.

The data enclosed herewith consists of four complete sets of plans as follows:

1. Estimates of three oiling plans.
2. Analysis of rock requirements for three oiling plans.
3. Tabulation of streets to be oiled showing length, width, and square yardage.
4. Specifications for 0-9 and 0-11 applying to this project.
5. Maps of Sheridan showing the streets to be oiled.

We are also enclosing the original estimate of the Shell Oil Company.

We have received new instructions from the War Production Board Limitation Order L 41-E, dated April 22, (copy enclosed) which will permit you to oil these streets without further approval from the Oregon State Highway Department, the Public Roads Administration, or the War Production Board, provided the cost is less than $5,000 per mile and the total cost of the project is less than $25,000.

With reference to the State Tax Street Fund, pursuant to Chapter 371, Oregon Laws 1943, you have the authority to expend the state highway funds which you received in 1944 for this project.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

RHS E (RHS)
cc F. D. Eason
E. M. Clymer

## ESTIMATE OF SHERIDAN CITY STREETS

### OILING - O-11 Specification 79,600 Sq.Yd.

| | | |
|---|---|---|
| Preparation of Base - 79,600 sq.yds. | at $0.01 | $ 796.00 |
| Prime Coat - Gasco #1 0.25 gal per sq.yd. 93 T | at $30.00 | 2,790.00 |
| Haul and place cover materials 150 cy.yds. | at $ 1.50 | 225.00 |
| O-11 Oil Mat: | | |
| SC6 Road Oil 360 T | at $30.00 | $10,800.00 |
| Haul and place aggregate 4300 cy | at $ 1.50 | 6,450.00 |
| Furnish Aggregate 2000 cy. | at $ 2.00 | 4,000.00 |
| TOTAL | | $ 25,061.00 |

## ESTIMATE FOR SHERIDAN OILING

0-9 Spec. 48,750 sq.yd. 0-11 Spec. 30,850 sq. yd.

| | | |
|---|---|---|
| Preparation of Base - 79,600 sq. yd. | at $0.01 . . . . . . | $ 796.00 |
| Prime Coat - Gasco #1 93 T | at $30.00 . . . . . . | 2790.00 |
| Haul and place cover material 150 cy. | at $ 1.50 . . . . . . | 225.00 |
| 0-9 Spec - | | |
| 806 Road Oil 140 T | at $30.00 . . . . . . | 3900.00 |
| Haul and place aggregate 1560 cy. | at $ 1.50 . . . . . . | 2340.00 |
| 0-11 Spec.- | | |
| 806 Road Oil 140 T | at $30.00 . . . . . . | 4200.00 |
| Haul and place aggregate 1635 | at $ 1.50 . . . . . . | 2452.50 |
| Furnish aggregate - 900 cy | at $ 2.00 . . . . . . | 1800.00 |
| TOTAL . . . . . . . . . . . . . . . . | | $18503.50 |

## ESTIMATE OF SHERIDAN CITY STREETS

### Oiling - 0-9 Specifications 79,600 Sq.Yd.

| | | | |
|---|---|---|---|
| Preparation of base - 79,600 sq.yds. | | at $0.01 | $ 796.00 |
| Prime Coat - | Gasco #1 0.25 gal. per sq.yd. 93 T | at$30.00 | 2,790.00 |
| | Haul and place cover material 150 cy | at $1.50 | 225.00 |
| 0-9 Oil Mat | | | |
| | 806 Road Oil 210 T | at $30.00 | 6,300.00 |
| | Haul & Place aggregate 2600 cy | at $1.50 | 3,900.00 |
| | Furnish aggregate 825 cy | at $2.00 | 1,650.00 |
| | TOTAL | | $15,661.00 |

## SPECIFICATION FOR O-11
## SHERIDAN CITY OILING

Prime - - Apply 0,25 gal. per sq. yd. - Gasco #1.
Cover only such portions as must be used continuously by traffic, with minimum amount possible of 1/4"-0.

O-11 Oil Mat:

Apply - 0.20 gal per. sq. yd.  SC6 Road Oil
Place = 0.022 cy. per sq. yd.1 1/4"-3/4" aggregate.

Apply - 0.375 gal per sq. yd.  SC6 Road Oil
Place - 0.009 cy. per sq. yd.  3/4"-1/2" aggregate.
Place - 0.005 cy. per sq. yd.  1/2"-1/4" aggregate.

Apply - 0,375 gal. per sq. yd. SC6 Road Oil
Place - 0,006 cy. per sq. yd. 1/2"-1/4" aggregate.
Place - 0,005 cy. per sq. yd. 1/4"-0 aggregate.

Apply - 0.25 gal. per sq. yd. SC6 Road Oil
Place - 0.006 cy. per sq. yd. 1/2"-1/4" aggregate.
Place - 0.005 cy. per sq. yd. 1/4"-0 aggregate.

Note - - Last application of oil should be delayed as long as practical to allow mat to be set up well before final seal.

## CITY OF SHERIDAN

### Analysis of Aggr. Quantities

| Size | On Hand | Needed quantity of 6-6 | Buy | Left Over |
|---|---|---|---|---|
| 1 1/4"-3/4" | 615 | 0 | | 615 |
| 3/4"-1/2" | 777 | 1050 | 273 | |
| 1/2"-1/4" | 688 | 970 | 282 | |
| 1/4"-0 | 440 | 710 | 270 | |
| TOTALS . . . . . . . . . . . . . . . . . . . . . . . . . . . | | | 825 | 615 |

### CITY OF SHERIDAN

### Analysis of Aggr. Quantities

| Size | On Hand | Needed Quantity of 0-11 | Buy | Left Over |
|---|---|---|---|---|
| 1 1/4"-3/4" | 615 | 1800 | 1185 | |
| 3/4"-1/2" | 777 | 750 | | 27 |
| 1/2"-1/4" | 688 | 1200 | 512 | |
| 1/4"-0 | 440 | 710 | 270 | |
| TOTALS . . . . . . . . . . . . . . . . . . . . . . . . . . | | | 1967 | 27 |

## CITY OF SHERIDAN

### Analysis of Aggr. Quantities

| Size | On Hand | Needed quantity of 0-11 & 0-8 | Buy | Left Over |
|---|---|---|---|---|
| 1 1/4"-3/4" | 615 | 680 | 65 | |
| 3/4"-1/2" | 777 | 940 | 163 | |
| 1/2"-1/4" | 688 | 1080 | 392 | |
| 1/4"-0 | 440 | 710 | 270 | |
| TOTALS . . . . . . . . . . . . . . . . . . . . . . . . | | | 890 | |

## TABULATION OF STREETS AND WIDTHS
## SHERIDAN, OREGON

Oiling Project O-11 Spec.

Note - Intersections are included in East & West Streets

| Street | From | To | Distance | Width | sq. yd. |
|---|---|---|---|---|---|
| Sherman St. | Florence St. | Mill St. | 2925 | 28 | 9750 |
| Yamhill St. | Florence St. | Washinton St. | 1620 | 28 | 5400 |
| Yamhill St. | Washington St. | Center St. | 1055 | 38 | 4570 |
| Yamhill St. | Center St. | Balm St. | 1670 | 28 | 5570 |
| Florence St. | Main St. | Yamhill St. | 282 | 28 | 940 |
| Olive St. | Main St. | Sherman St. | 580 | 20 | 1290 |
| Gardner St. | Main St. | Sherman St. | 580 | 28 | 1950 |
| Lincoln St. | Main St. | Yamhill St. | 296 | 58 | 1250 |
| Lincoln St. | Yamhill St. | 2 blks north | 656 | 28 | 2120 |
| Washington St. | Main St. | Yamhill St. | 280 | 38 | 1180 |
| Washington St. | Yamhill St. | Sherman St. | 280 | 28 | 950 |
| Bridge St. | Yamhill St. | Sherman St. | 280 | 38 | 1180 |
| Faulconer St. | Main St. | Yamhill St. | 280 | 38 | 1180 |
| Faulconer St. | Yamhill St. | Sherman St. | 298 | 28 | 920 |
| Center St. | Yamhill St. | Vanostran St. | 576 | 28 | 1790 |
| Hill St. | Main St. | Yamhill St. | 290 | 38 | 1180 |
| Hill St. | Yamhill St. | Vanostran St. | 786 | 28 | 2890 |
| Ash St. | Main St. | Yamhill St. | 280 | 28 | 870 |
| Oak St. | Main St. | Yamhill St. | 280 | 28 | 870 |
| Elm St. | Main St. | Yamhill St. | 280 | 28 | 870 |
| Box St. | Main St. | Yamhill St. | 280 | 28 | 870 |
| Balm St. | Main St. | Yamhill St. | 280 | 28 | 870 |
| E. 2nd. St. | Bridge St. | Schley St. | 578 | 38 | 2440 |
| E. 2nd. St. | Schley St. | E. City Limits | 2200 | 28 | 6850 |
| Harrison St. | Bridge St. | Hill St. | 1620 | 28 | 5040 |
| Madison St. | Bridge St. | 3rd St. | 1596 | 38 | 4550 |
| Jefferson St. | Bridge St. | 3rd. St. | 1596 | 28 | 4550 |
| Bridge St. | Railroad St. | S. City Limits | 1500 | 16 | 2510 |
| 1st. St. | Railroad St. | Jefferson St. | 700 | 28 | 2180 |
| 2nd St. | Railroad St. | Jefferson St. | 700 | 28 | 2180 |
| 3rd. St. | Railroad St. | Jefferson St. | 700 | 28 | 2160 |

GRAND TOTAL . . . . . . . . . . . . . . 79,600

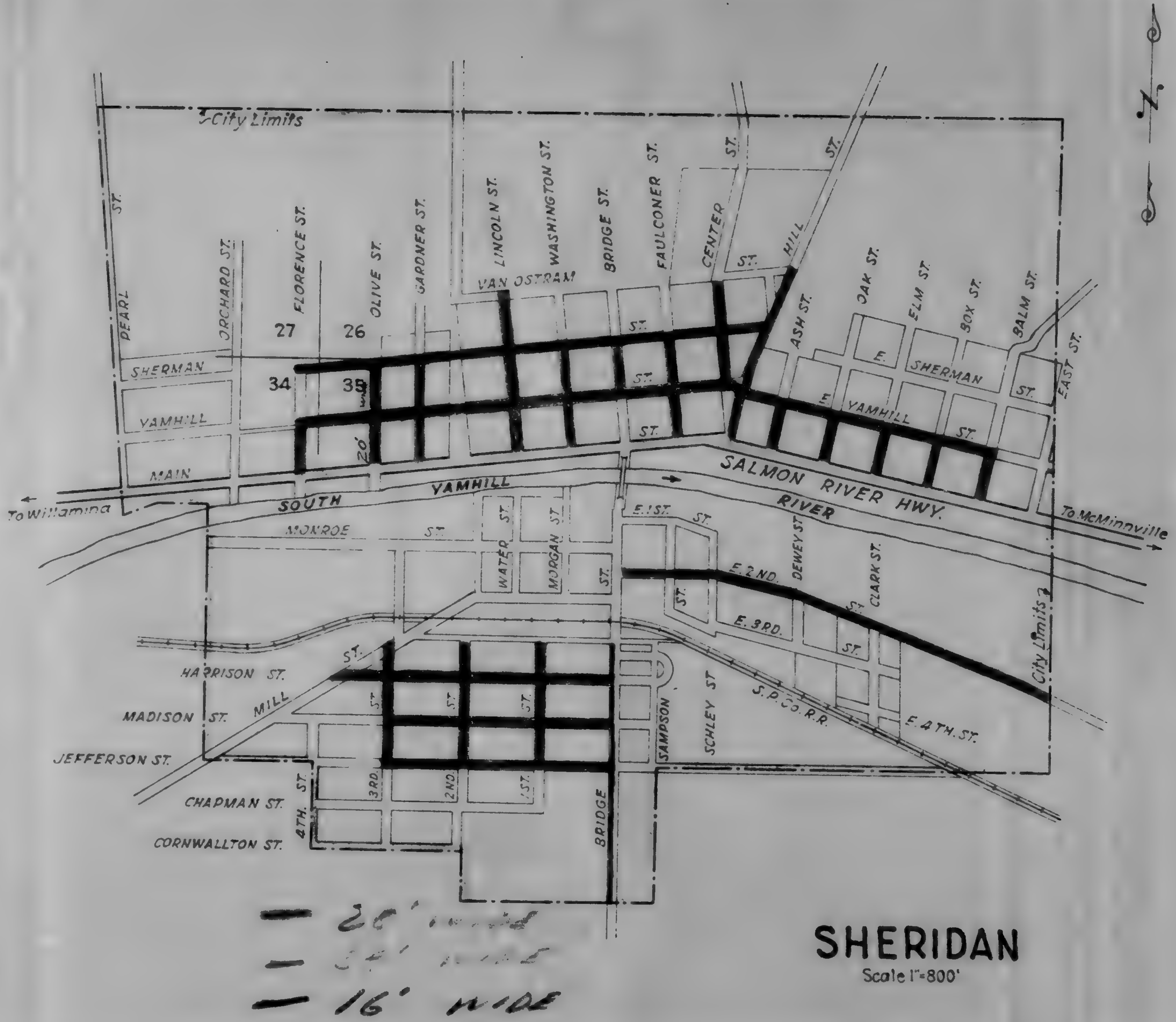
# TABULATION OF STREETS AND WIDTHS
# SHERIDAN, OREGON

Oiling Project 0-11 & 0-8
Note - Intersections are included in East & West Streets

| Street | From | To | Distance | Width | sq. yd. |
|---|---|---|---|---|---|
| | | **Streets to be Improved With 0-11 Spec.** | | | |
| Yamhill St. | Florence St. | Washington St. | 1820 | 28 | 5400 |
| Yamhill St. | Washington St. | Center St. | 1055 | 38 | 4370 |
| Yamhill St. | Center St. | Balm St. | 1670 | 28 | 5570 |
| Florence St. | Main St. | Yamhill St. | 282 | 28 | 940 |
| Washington St. | Main St. | Yamhill St. | 280 | 38 | 1180 |
| Faulconer St. | Yamhill St. | Sherman St. | 296 | 28 | 920 |
| Balm St. | Main St. | Yamhill St. | 280 | 28 | 870 |
| E. 2nd. St. | Bridge St. | Schley St. | 578 | 38 | 2440 |
| E. 2nd. St. | Schley St. | E. City Limits | 2200 | 28 | 6850 |
| Bridge St. | Railroad St. | S. City Limits | 1300 | 16 | 2310 |
| | | **Streets to be Improved With 0-8 Spec.** | | | |
| Sherman St. | Florence St. | Hill St. | [illegible] | 28 | 9750 |
| Olive St. | Main St. | Sherman St. | 580 | 20 | 1290 |
| Gardner St. | Main St. | Sherman St. | 580 | 28 | 1930 |
| Lincoln St. | Main St. | Yamhill St. | 296 | 38 | 1250 |
| Lincoln St. | Yamhill St. | 2 blks north | 656 | 28 | 2120 |
| Washington St. | Yamhill St. | Sherman St. | 280 | 28 | 930 |
| Bridge St. | Yamhill St. | Sherman St. | 280 | 38 | 1180 |
| Faulconer St. | Main St. | Yamhill St. | 280 | 38 | 1190 |
| Center St. | Yamhill St. | Vanostram St. | 576 | 28 | 1790 |
| Hill St. | Main St. | Yamhill St. | 280 | 38 | 1180 |
| Hill St. | Yamhill St. | Vanostram St. | 768 | 28 | 2590 |
| Ash St. | Main St. | Yamhill St. | 280 | 28 | 870 |
| Oak St. | Main St. | Yamhill St. | 280 | 28 | 870 |
| Elm St. | Main St. | Yamhill St. | 280 | 28 | 870 |
| Box St. | Main St. | Yamhill St. | 280 | 28 | 870 |
| Harrison St. | Bridge St. | Mill St. | 1620 | 28 | 5040 |
| Madison St. | Bridge St. | 3rd St. | 1396 | 28 | 4550 |
| Jefferson St. | Bridge St. | 3rd. St. | 1396 | 28 | 4550 |
| 1st. St. | Railroad St. | Jefferson St. | 700 | 28 | 2180 |
| 2nd. St. | Railroad St. | Jefferson St. | 700 | 28 | 2180 |
| 3rd. St. | Railroad St. | Jefferson St. | 700 | 28 | 2180 |

TOTAL . . . . . . . . .0-11 - 30,850 sq. yd.

TOTAL . . . . . . . . . 0-8 - 48,750 sq. yd.



SHERIDAN

Scale 1"=800'

H.G.S.

I inspected these street with Mr. Clymer and Mayor Bayliss a short time ago. The streets were graded curbed and well rocked under W.P.A. several years ago. They are in fine shape for an oiling project.

F.D.E.

to this project and

The three oiling plans consist of (1) an O-9 specification for the entire 79,600 square yards, (2) an O-11 specification on the entire yardage and (3) a combination of O-9 and O-11 using the heavier specification on certain streets that are being subjected to heavy log hauling.

This combination plan is to be recommended because the heavier rock for an O-11 is available in stock pile and because the certain streets that are subjected to the heavy log hauling should have the heavier oil mat. The cost, you will note, is only $2,500.00 over the O-9 plan. I think we should recommend to the City of Sheridan the adoption of the combination plan.

Yours very truly,

F. D. Eason

F. D. EASON,
Division Engineer.

OK H.G. Smith
Const Engr

NOTED
H. G. SMITH

FDE:AM
Encls.

RECEIVED
APR 24 1944

FORM E-50 6M 9-43

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1944

SUBJECT:

To:

Mr. H. G. Smith,
Construction Engineer.

Attention: Mr. E. C. Clymer.

Dear Sir:

Herewith data pertaining to the proposed oiling work which the City of Sheridan plans to do with their city allotment of state highway funds. The data consists of (1) original estimate of the Shell Oil Company, (2) six prints of Sheridan showing streets to be oiled, (3) tabulation of streets to be oiled showing length, width and square yardage, (4) summary of rock needs for different oiling plans, (5) specifications for 0-9 and 0-11 oil mats applying to this project and (6) estimates of three oiling plans.

The three oiling plans consist of (1) an 0-9 specification for the entire 79,600 square yards, (2) an 0-11 specification on the entire yardage and (3) a combination of 0-9 and 0-11 using the heavier specification on certain streets that are being subjected to heavy log hauling.

This combination plan is to be recommended because the heavier rock for an 0-11 is available in stock pile and because the certain streets that are subjected to the heavy log hauling should have the heavier oil mat. The cost, you will note, is only $2,500.00 over the 0-9 plan. I think we should recommend to the City of Sheridan the adoption of the combination plan.

Yours very truly,

F. P. Mason

F. P. MASON,
Division Engineer.

OK H G Smith
Const Engr

NOTED
H. G. SMITH

RECEIVED
APR 24 1944

FPM:AM
Encls.

RECEIVED
APR 18 1944
FOR FILING
Maint
Highways
Munic-City Sts
Sheridan

April 12, 1944

Mr. H. C. Smith

Please ask Mr. Eason to drop over and see Mayor Bayliss of Sheridan about an oiling job that he proposes with this new street money.

Mr. Bayliss also would like to know some further technique about ordering the oil, etcetera, and, if possible, ask Eason to have Clymer and Farmer accompany him.

R. H. Baldock

RHB:HI
cc Mr. F. D. Eason
Mr. E. J. Bayliss

DA-NR 13 (1) Garibaldi-Tillamook Air Base Sec
Oregon Coast Hwy. 1944

#2691

RECEIVED
JUN 16 1945
FOR FILING

DA-NR 13-1

June 15, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of June 13, 1945, returning the white copy of final voucher for the Garibaldi-Tillamook Air Base Section, Project No. DA-NR 13 (1), for correction.

We are enclosing the returned copy which has been corrected in accordance with the suggestions contained in your letter.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JWN:GS

Encl.

RECEIVED
OCT 24 1944
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-NR 13(1)

October 20, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon DA-NR 13(1), Garibaldi-Tillamook Air Base Section of the Oregon Coast Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
OCT 21 1944
OREGON
STATE HIGHWAY COMMISSION

FORM E-30 25M 12-43

RA-NR B(1)

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1944

29-15

SUBJECT: Repairs to Oregon Coast Highway
Garibaldi to Tillamook Air Base

To:

Mr. S. H. Probert,
Office Engineer.

Dear Sir:

This will reply to your letter of October 3rd concerning the repairs made by our maintenance forces in the City of Tillamook in the summer and fall of 1943, part of which work is to be charged to the Federal Government in connection with damage resulting from the hauling operations for the Tillamook Air Base.

The State had an agreement with the City of Tillamook to do certain repair work on streets subject to heavy hauling outside of the highway routes. Before this repair work was done, however, it was recognized by the Bureau engineers that a considerable damage was being done on the rock hauling route through Tillamook west of the existing highway and were recommending that our claim for repairs of this damage would be approved. However, when our crew started this repair work, we had no authority to charge the work against the Government repairs so made all charges for repair work other than the highway repairs against the prefix covering the city project outside of highway routes, 329-4577-105.

In my letter of October 20th, I gave the approximate charges made against this city order that should be applicable to the repairs for the Government hauling. I find from conversation with the paving foreman who did this work that the operations on August 4, 1943, applied to a section of 1st Street east of the highway, which section should be charged against the city order for repairs outside the highway route. The operations from August 7th to 12th, inclusive, covered repairs to the section of 1st Street west of the highway to Stillwell, along Stillwell Street to 13th and on to the connection with the highway in the south limits of Tillamook. In accordance with the costs listed in your letter, this amounts to $1,510.79, all of which should be charged against the repairs caused by the Government hauling. The work on August 16th was applicable to other repair work on the city project.

Mr. S. H. Probert
October 5, 1944
Page 2

The oiling charges against 329-4577-105 on August 19th and 20th, totaling $1,959.59, was applied to the rock hauling route on 1st and Stillwell Streets and on out to the south highway connection and should be properly charged against the Government hauling work.

The oiling work on August 23rd was on the highway route of the Wilson River Highway and should not be charged against this Government repair work. I understand the maintenance office have agreed they were in error in charging this day's work against the city repair project.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. E. A. Collier

RECEIVED
SEP 2[illegible] 1944
FOR FILING

DA-WR 13-1

September 18, 1944

Oregon Project DA-WR 13(1)

Mr. W. H. Lynch, District Engineer
Public Roads Administration
P. O. Box [illegible]
Portland 8, Oregon

Dear Sir:

We received your letter of September 4, in which reference is made to the maintenance status of Oregon project DA-WR 13(1), Federal-Aid Project [illegible] extended from Garibaldi, M.P. [illegible], to [illegible], M.P. [illegible].

You called to our attention the previous reports of high turf shoulders, which was impeding the drainage.

We have had an inspection made by Division Engineer, F. D. Bacon, within the past week. Mr. Bacon reports that he did not find any high shoulders along this section.

We are attempting to get turf shoulders to reduce the dust nuisance and to improve the appearance. Sometimes these shoulders are too high, and sometimes the grass gives the appearance of a high shoulder.

We will observe these shoulders during the coming winter, and, should there be any places where the shoulders hold water, we will blade off the high material.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

RHB
EAC:IH
CC
cc: E. A. Collier

OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

September 4, 1944

RECEIVED
SEP 5 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We quote from a letter recently received from our Washington Office in regard to Oregon Project DA-NR 13(1):

> "Reference is made to the maintenance status of Oregon project DA-NR 13(1). It is noted from your letter of June 9, 1944, to the western region that additional damages had occurred to the surface on this project due to Navy hauling of material since the preliminary report of May 29, 1943.
>
> "We have reviewed the maintenance inspection reports for Oregon Federal-aid project 129C, a part of which is included in DA-NR 13(1). The reports dated November 29, 1939, December 6, 1940, July 29, 1942, and August 5, 1943 indicate that the road had a long history of high turf shoulders impeding the drainage of the bituminous surface. The State may have contributed to the surface damages by not removing the high shoulders.
>
> "In any event it is noted from photographs 43374 and 43380 attached to Mr. T. M. Davis' report of August 11, 1944, that high turf shoulders still exist on project DA-NR 13(1) after the surface damages have been repaired with Federal funds.
>
> "Please call to the State's attention the need for adequate surface drainage on the project especially during the coming winter season."

Garibaldi 65.22
Hobsonville 68.45

We should like to be advised if any improvement can be made in the shoulder conditions referred to.

NOTED
E. A. COLLIER

Very truly yours,

W. H. LYNCH
District Engineer

Copy sent to Collier

RECEIVED
OCT 24 1944
FOR FILING

DA-NR 13 (1)

September 8, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Garibaldi-Tillamook Air Base Section, Project No. DA-NR 13 (1).

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department
Federal Access Road
Project No. DA-WR 13 (1)

## GARIBALDI-TILLAMOOK AIR BASE SECTION
## OF THE OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for project agreement.)

Salem, Oregon, August 30, 1944

### SURFACE OILING
### (M.P. 66.00 to 68.76)(M.P. 71.40 to 73.70)(M.P. 77.11 to 81.70)

**State Force Work**

| | | | | |
|---|---|---|---|---|
| 1,736 | tons | Plant Patching (Completed) | $ 6.53+ | $11,330.00 |
| 2,360 | tons | Plant Patching (Additional) | 6.50 | 15,340.00 |
| | | | | $26,670.00 |

**Contract Work**

**Rock Production Project (Contract No. 2676)**

| | | | | |
|---|---|---|---|---|
| 1,600 | cu. yds. | 3/4" - ½" Crushed Material in Stockpile | $ 1.90 | $ 3,040.00 |
| 1,210 | cu. yds. | ½" - ¼" Crushed Material in Stockpile | 1.95 | 2,359.50 |
| 1,590 | cu. yds. | ¼" - 0" Crushed Material in Stockpile | 1.90 | $ 3,021.00 |
| | | | | $ 8,420.50 |

**Re-oiling Project (Contract No. 2691)**

| | | | | |
|---|---|---|---|---|
| 9.65 | miles | Preparation of Base | $100.00 | $ 965.00 |
| 1,990 | cu. yds. | Placing Mineral Aggregates | 1.50 | 2,985.00 |
| 156 | tons | Furnishing and Placing 120-150 Asphalt | 32.00 | 4,992.00 |
| | | | | $ 8,942.00 |

| | |
|---|---|
| Subtotal | $44,032.50 |
| Engr. and Cont. | 1,737.00 |
| Total | $45,769.50 |

| | |
|---|---|
| Length | 9.65 miles |
| Cost per mile | $4,742.95 |

## INSIDE CITY OF BAY CITY (M.P. 69.96 TO 71.80)

### State Force Work

| | | | | |
|---|---|---|---|---|
| 350 | tons | Plant Patching (Completed) | $ 5.46 | $ 1,910.00 |
| 580 | tons | Plant Patching (Additional) | 6.50 | 3,770.00 |
| | | | | $ 5,680.00 |

### Contract Work

### Rock Production Project (Contract No. 2676)

| | | | | |
|---|---|---|---|---|
| 300 | cu. yds. | 3/4" - ½" Crushed Material in Stockpile | $ 1.90 | $ 570.00 |
| 240 | cu. yds. | ½" - ¼" Crushed Material in Stockpile | 1.95 | 468.00 |
| 360 | cu. yds. | ¼" - 0" Crushed Material in Stockpile | 1.90 | 684.00 |
| | | | | $ 1,722.00 |

### Re-oiling Project (Contract No. 2691)

| | | | | |
|---|---|---|---|---|
| 1.84 | miles | Preparation of Base | $100.00 | $ 184.00 |
| 350 | cu. yds. | Placing Mineral Aggregates | 1.50 | 525.00 |
| 30 | tons | Furnishing and Placing 120-150 Asphalt | 32.00 | 960.00 |
| | | | | $ 1,669.00 |

| | |
|---|---|
| Subtotal | $ 9,071.00 |
| Engr. and Cont. | 339.00 |
| Total | $ 9,410.00 |

| | |
|---|---|
| Length | 1.84 miles |
| Cost per mile | $5,114.13 |

## INSIDE CITY OF TILLAMOOK (M.P. 76.40 TO 77.11)

### State Force Work

| | | | | |
|---|---|---|---|---|
| 219 | tons | Plant Patching (Completed) | $ 6.62+ | $ 1,450.00 |
| 11,000 | sq. yds. | Re-oiling (Completed) | 0.178+ | 1,960.00 |
| 400 | tons | Plant Patching (Additional) | 6.50 | 2,600.00 |
| | | | | $ 6,010.00 |

**Contract Work**

**Rock Production Project (Contract No. 2676)**

| | | | | |
|---|---|---|---|---|
| 100 | cu. yds. | 3/4" - ½" Crushed Material in Stockpile | $ 1.90 | $ 190.00 |
| 100 | cu. yds. | ½" - ¼" Crushed Material in Stockpile | 1.95 | 195.00 |
| 200 | cu. yds. | ¼" - 0" Crushed Material in Stockpile | 1.90 | 380.00 |
| | | | | $ 765.00 |

| | |
|---|---|
| Subtotal | $6,775.00 |
| Engr. and Cont. | 76.50 |
| Total | $6,851.50 |
| Length | 0.71 mile |
| Cost per mile | $9,650.00 |

**Summary of Costs:**

| | |
|---|---|
| Outside Cities | $ 45,769.50 |
| Inside City of Bay City | 9,410.00 |
| Inside City of Tillamook | 6,851.50 |
| | $ 62,031.00 |

State Funds for Maintenance Chap. 529, laws 1939

Oregon State Highway Department

Federal Access Road
Project No. DA-ER 13 (1)

## [illegible]-TILLAMOOK AIR BASE SECTION
## OF THE OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for project agreement.)

Salem, Oregon, August 30, 1944

### OUTSIDE CITIES
(M.P. 66.80 to 69.56)(M.P. 71.40 to 73.70)(M.P. 77.11 to 81.70)

**State Force Work**

| | | | | |
|---|---|---|---|---|
| 1,716 | tons | Plant Patching (Completed) | $ 6.60+ | $11,330.00 |
| 2,360 | tons | Plant Patching (Additional) | 6.50 | 15,340.00 |
| | | | | $26,670.00 |

**Contract Work**

**Rock Production Project (Contract No. 2676)**

| | | | | |
|---|---|---|---|---|
| 1,600 | cu. yds. | 3/4" - ½" Crushed Material in Stockpile | $ 1.90 | $ 3,040.00 |
| 1,210 | cu. yds. | ½" - ¼" Crushed Material in Stockpile | 1.95 | 2,359.50 |
| 1,590 | cu. yds. | ¼" - 0" Crushed Material in Stockpile | 1.90 | 3,021.00 |
| | | | | $ 8,420.50 |

**Re-oiling Project (Contract No. 2691)**

| | | | | |
|---|---|---|---|---|
| 9.65 | miles | Preparation of Base | $100.00 | $ 965.00 |
| 1,990 | cu. yds. | Placing Mineral Aggregates | 1.50 | 2,985.00 |
| 156 | tons | Furnishing and Placing 120-150 Asphalt | 32.00 | 4,992.00 |
| | | | | $ 8,942.00 |
| | | | Subtotal | $44,032.50 |
| | | | Engr. and Cont. | 1,737.00 |
| | | | Total | $45,769.50 |

Length 9.65 miles
Cost per mile $4,742.95

## INSIDE CITY OF BAY CITY (M.P. 64.96 TO 71.40)

**State Force Work**

| | | | | |
|---|---|---|---|---|
| 350 | tons | Plant Patching (Completed) | $ 5.46 | $ 1,910.00 |
| 580 | tons | Plant Patching (Additional) | 6.50 | 3,770.00 |
| | | | | $ 5,680.00 |

**Rock Production Project (Contract No. 2676)**

| | | | | |
|---|---|---|---|---|
| 300 | cu. yds. | 3/4" - ½" Crushed Material in Stockpile | $ 1.90 | $ 570.00 |
| 240 | cu. yds. | ½" - ¼" Crushed Material in Stockpile | 1.95 | 468.00 |
| 360 | cu. yds. | ¼" - 0" Crushed Material in Stockpile | 1.90 | 684.00 |
| | | | | $ 1,722.00 |

**Re-oiling Project (Contract No. 2641)**

| | | | | |
|---|---|---|---|---|
| 1.84 | miles | Preparation of Base | $100.00 | $ 184.00 |
| 350 | cu. yds. | Placing Mineral Aggregates | 1.50 | 525.00 |
| 30 | tons | Furnishing and Placing 120-150 Asphalt | 32.00 | 960.00 |
| | | | | $ 1,669.00 |

| | |
|---|---|
| Subtotal | $ 9,071.00 |
| Engr. and Cont. | 339.00 |
| Total | $ 9,410.00 |

| | |
|---|---|
| Length | 1.84 miles |
| Cost per mile | $5,114.13 |

## INSIDE CITY OF TILLAMOOK (M.P. 76.[illegible] TO 77.11)

**State Force Work**

| | | | | |
|---|---|---|---|---|
| 219 | tons | Plant Patching (Completed) | $ 6.60 | $ [illegible] |
| 11,000 | sq. yds. | Re-oiling (Completed) | [illegible] | [illegible] |
| 400 | tons | Plant Patching (Additional) | 6.50 | 2,600.00 |
| | | | | $ 6,110.00 |

**Contract Work**

**Rock Production Project (Contract No. 2676)**

| | | | | |
|---|---|---|---|---|
| 100 | cu. yds. | 3/4" - ½" Crushed Material in Stockpile | $ 1.90 | $ 190.00 |
| 100 | cu. yds. | ½" - ¼" Crushed Material in Stockpile | 1.95 | 195.00 |
| 200 | cu. yds. | ¼" - 0" Crushed Material in Stockpile | 1.90 | 380.00 |
| | | | | $ 765.00 |

| | |
|---|---|
| Subtotal | $6,775.00 |
| Engr. and Cont. | 76.50 |
| Total | $6,851.50 |

| | |
|---|---|
| Length | 0.71 mile |
| Cost per mile | $9,650.00 |

**Summary of Costs:**

| | |
|---|---|
| Outside Cities | $ 45,769.50 |
| Inside City of Bay City | 9,410.00 |
| Inside City of Tillamook | 6,851.50 |
| | $ 62,031.00 |

State Funds for Maintenance: Chap. 529, laws 1939

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
AUG [illegible] 1944
FOR FILING

DA-NR 13-1

August 29, 1944

NOTED
State Highway Engineer

RECEIVED
AUG 30 1944
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-NR 13(1), Garibaldi-Tillamook Airbase Section of the Oregon Coast Highway, was made by a representative of this office on August 11, 1944.

Copies of neither of the two contracts covering this construction nor of the agreement estimate have been received. Prompt submission of these documents, followed by the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By J. Caufield
L. J. Caufield
Senior Highway Engineer

Copy sent to [illegible]

DA-NR 13-1

August 8, 1944

General Casualty Company of America
Dooly & Company, Agents
Board of Trade Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway Contract No. 2691 for work on the Garibaldi-Tillamook Air Base Section of the Oregon Coast Highway, in Tillamook County, has been completed by the contractor, Babler and Conley, and that final payment in the amount of $863.12 will be made as soon as the State Highway Commission has accepted the contract.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $11,228.60 and that no force account work was performed therein. This contract was completed on July 19, 1944 but has not yet been accepted by the Commission although I anticipate the Commission will take formal action at its next regular meeting.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

RECEIVED
JUL [illegible] 1944
FOR FILING

XA NB 13-1

July 28, 1944

General Casualty Co. of America
Dealy & Company
Board of Trade Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Babler & Conley on contract No. 2691, covering oiling on the Garibaldi-Tillamook Air Base Section of the Oregon Coast Highway in Tillamook County. This payment, in the amount of $10,365.48 will be made on or after August 7, 1944. The retained percentage is $750.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims, should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

mh

Form E-1—5M—6-43

DA-NR 13-1

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 22nd, 1944

Section Garibaldi-Tillamook Air Base

Kind of work oil macadam surface

Highway Oregon Coast

Section prefix 29-1109 DA-NR 13 (1)

Contractor Babler and Conley

Contract number 2691

Date of contract June 22nd, 1944

Date of completion August 31st, 1944

Date work started July 10th, 1944

Estimated date of completion ........, 19....

Amount of contract $ 10611.00

Per cent of time elapsed ........%

Estimated cost of completed project, exclusive of engineering $ 11277.80

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 599.75, ........%

Date project was completed July 19th, 1944

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work completed on project on the 19th and contractor moved out. About 1300 gallons of asphalt barreled at Tillamook. Final estimate sent in by express on 22nd.

RECEIVED
JUL 24 1944

RECEIVED
JUL 24 1944

NOTED
E. M. [illegible]

Signed J. [illegible] Scott

Address Nehalem, Oregon,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  |  | 11.8 |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  | 11.8 |  |
| Total estimated quantities |  |  |  |  |  |
| Estimated quantities moved or placed to date |  |  |  |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  | 1 |  |
| Hours per shift |  |  |  | 8-10 |  |
| Average force on project for week |  |  |  | 24 |  |

Percentages of men employed on contract to be secured from:

.................... County, ......%; .................... County, ......%; .................... County, ......%; .................... County, ......%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ........., Crushing or screening plants .........

Compressors ........., Bulldozers ........., Sheep-foot rollers 1 broom, 1 distributor, 10 trucks, .....

| July | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday 16 | clear |  |  |
| Monday 17 | " |  |  |
| Tuesday 18 | " |  |  |
| Wednesday 19 | fog-light rain last night |  |  |
| Thursday |  |  |  |
| Friday |  |  |  |
| Saturday |  |  |  |

STATE PRINTING DEPT.

RECEIVED
JUL 10 1944

DA-NR 13-1

July 10, 1944

Babler & Conley
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2691 which was awarded to you on June 22, 1944 by the State Highway Commission covering 11.50 miles of oiling on the Garibaldi-Tillamook Air Base Section of the Oregon Coast Highway in Tillamook County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

RECEIVED
JUL 1 1944
FOR FILING

AGENDA
JUL 12 1944

| CLASS OF SERVICE DESIRED | |
|---|---|
| DOMESTIC | CABLE |
| TELEGRAM | ORDINARY |
| DAY LETTER | URGENT RATE |
| SERIAL | DEFERRED |
| OVERNIGHT TELEGRAM | NIGHT LETTER |
| SPECIAL SERVICE | SHIP RADIOGRAM |

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

# COPY OF WESTERN UNION TELEGRAM

DA-NR. 13-1

SALEM, OREGON
JUNE 22, 1944

BABLER & CONLEY
4617 S. E. MILWAUKIE
PORTLAND 2, OREGON

Contract 2691

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR OILING OF GARIBALDI-TILLAMOOK AIR BASE SECTION OF OREGON COAST HIGHWAY, TILLAMOOK COUNTY BASED ON YOUR LOW BID SUBMITTED JUNE FOURTEENTH, NINETEEN FORTY-FOUR. CONTRACT FORMS FOLLOW SHORTLY.

2

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

✓FILES

OREGON STATE HIGHWAY COMMISSION

Secretary

vb

cc Mr. Paxson
cc Mr. Probert

S+C

June 22, 1944

Babler & Conley
4617 S. E. Milwaukie
Portland 2, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for oiling of 11.49 of the Garibaldi-Tillamook Air Base Section of Oregon Coast Highway, in Tillamook County. This award was based on your low bid of $10,611.00 submitted on June 14, 1944.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

vs

cc Mr. Paxson
cc Mr. Probert

S Y C

RECEIVED
JUN 23 1944
FOR FILING

1A-N1513-1

June 22, 1944

Babler & Conley
4617 S. E. Milwaukie
Portland 2, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2691, which was awarded to you by the State Highway Commission June 22, 1944, covering the oiling of 11.49 miles of the Garibaldi-Tillamook Air Base Section of the Oregon Coast Highway, in Tillamook County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

vs

Virginia:
did you record this? Yes
Sis

RA-NR 13-1

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

RECEIVED
JUN 23 1944
FOR FILING

# WESTERN UNION

(031)

A. N. WILLIAMS
PRESIDENT

1201

| SYMBOLS |
|---|
| DL = Day Letter |
| NL = Night Letter |
| LC = Deferred Cable |
| NLT = Cable Night Letter |
| Ship Radiogram |

The filing time shown in the date line on telegrams

Time of receipt is STANDARD TIME at point of destination

PRQ126 LG=PORTLAND ORG 22 157P

1944 JUN 22 PM 2 16

R H BALDOCK=
STATE HIGHWAY ENGINEER=SM=

AS REQUESTED YOUR WIRE JUNE 22 THIS OFFICE CONCURS AS OF THIS DATE IN AWARD OF CONTRACT ON GARIBALDI-TILLAMOOK AIR BASE OILING TO BABLER AND CONLEY==

ANDREWS

22

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

---

RECEIVED
JUN 23 1944
FOR FILING

SALEM, OREGON
JUNE 22, 1944

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

CONCURRENCE REQUESTED AWARD CONTRACT TODAY GARIBALDI-TILLAMOOK AIR BASE OILING TO BABLER-AND CONLEY. ALL RIGHTS OF WAY ACQUIRED.

C. B. McCULLOUGH

M

DA-WR-13

CONFIRMATION

FEDERAL WORKS AGENCY

Public Roads Administration

**SERIAL**

Portland 8, Oregon
June 21, 1944

R. H. Baldock
State Highway Engineer
Salem, Oregon

$12,971 ADDITIONAL FUNDS HAVE BEEN RESERVED FOR OREGON DA-WR 13

TILLAMOOK AIR BASE

[illegible] Andrews [illegible]

[illegible]

Paid Gov't rate

REFERRED TO
Mr. Probert
By Chief Engineer

May 29, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany specifications for oiling work on the Garibaldi-Tillamook Air Base Section, Project No. DA-WR 13 (1).

Five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-WR 13 (1)

## GARIBALDI-TILLAMOOK AIR BASE SECTION
## OF THE OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany specifications for mineral aggregates for use in pavement repair. Not as basis for project agreement.)

Salem, Oregon, May 29, 1944

### OUTSIDE CITIES
### (M.P. 66.80 to 69.56)(M.P. 71.40 to 73.70)(M.P. 77.11 to 81.70)

**State Force Work**

| | | | | |
|---|---|---|---|---|
| 1,716 | tons | Plant Patching (Completed) | $ 6.60+ | $ 11,330.00 |
| 2,360 | tons | Plant Patching (Additional) | 6.50 | 15,340.00 |
| | | | | $ 26,670.00 |

**Contract Work**

**Rock Production Project (Contract No. 2676)**

| | | | | |
|---|---|---|---|---|
| 1,600 | cu. yds. | 3/4" - ½" Crushed Material in Stockpile | $ 1.90 | $ 3,040.00 |
| 1,210 | cu. yds. | ½" - ¼" Crushed Material in Stockpile | 1.95 | 2,359.50 |
| 1,590 | cu. yds. | ¼" - 0" Crushed Material in Stockpile | 1.90 | 3,021.00 |
| | | | | $ 8,420.50 |

**Re-oiling Project (Estimated Prices)**

| | | | | |
|---|---|---|---|---|
| 9.65 | miles | Preparation of Base | $50.00 | $ 482.50 |
| 1,990 | cu. yds. | Placing Mineral Aggregates | 2.00 | 3,980.00 |
| 156 | tons | Furnishing and Placing 120-150 Asphalt | 35.00 | 5,460.00 |
| | | | | $ 9,922.50 |

| | |
|---|---|
| Subtotal | $ 45,013.00 |
| Engr. and Cont. | 1,800.00 |
| Total | $ 46,813.00 |

| | |
|---|---|
| Length | 9.65 miles |
| Cost per mile | $4,851.08 |

## INSIDE CITY OF BAY CITY (M.P. 69.56 to 71.40)

**State Force Work**

| | | | | |
|---|---|---|---|---|
| 350 | tons | Plant Patching (Completed) | $ 5.46- | $ 1,910.00 |
| 580 | tons | Plant Patching (Additional) | 6.50 | 3,770.00 |
| | | | | $ 5,680.00 |

**Contract Work**

**Rock Production Project (Contract No. 2676)**

| | | | | |
|---|---|---|---|---|
| 300 | cu. yds. | 3/4" - ½" Crushed Material in Stockpile | $ 1.90 | $ 570.00 |
| 240 | cu. yds. | ½" - ¼" Crushed Material in Stockpile | 1.95 | 468.00 |
| 360 | cu. yds. | ¼" - 0" Crushed Material in Stockpile | 1.90 | 684.00 |
| | | | | $ 1,722.00 |

**Re-oiling Project (Estimated Prices)**

| | | | | |
|---|---|---|---|---|
| 1.84 | miles | Preparation of Base | $ 50.00 | $ 92.00 |
| 350 | cu. yds. | Placing Mineral Aggregates | 2.00 | 700.00 |
| 30 | tons | Furnishing and Placing 120-150 Asphalt | 35.00 | 1,050.00 |
| | | | | $ 1,842.00 |

| | |
|---|---|
| Subtotal | $ 9,244.00 |
| Engr. and Cont. | 350.00 |
| Total | $ 9,594.00 |

Length 1.84 miles
Cost per mile $ 5,214.13

## INSIDE CITY OF TILLAMOOK (M.P. 76.40 to 77.11)

**State Force Work**

| | | | | |
|---|---|---|---|---|
| 219 | tons | Plant Patching (Completed) | $ 6.62+ | $ 1,450.00 |
| 11,000 | sq. yds. | Re-oiling (Completed) | 0.178+ | 1,960.00 |
| 400 | tons | Plant Patching (Additional) | 6.50 | 2,600.00 |
| | | | | $ 6,010.00 |

## Contract Work

### Rock Production Project (Contract No. 2676)

| | | | | |
|---|---|---|---|---|
| 100 | cu. yds. | 3/4" - 1/2" Crushed Material in Stockpile | $ 1.90 | $ 190.00 |
| 100 | cu. yds. | 1/2" - 1/4" Crushed Material in Stockpile | 1.95 | 195.00 |
| 200 | cu. yds. | 1/4" - 0" Crushed Material in Stockpile | 1.90 | 380.00 |
| | | | | $ 765.00 |

| | |
|---|---|
| Subtotal | $ 6,775.00 |
| Engr. and Cont. | 75.00 |
| Total | $ 6,850.00 |

| | |
|---|---|
| Length | 0.71 mile |
| Cost per mile | $ 9,647.88 |

### Summary of Costs:

| | |
|---|---|
| Outside Cities | $ 46,813.00 |
| Inside City of Bay City | 9,594.00 |
| Inside City of Tillamook | 6,850.00 |
| | $ 63,257.00 |

February 8, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

We are enclosing herewith seven copies of revised PS & E estimate for the Garibaldi-Tillamook Air Base Section, Project No. DA-ER 13 (1).

In the estimate submitted February 4, 1944, was inadvertently included nonparticipating work which is to be paid for by the State, and the enclosed copies accordingly are to replace those previously submitted.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-WR 13 (1)

## GARIBALDI-TILLAMOOK AIR BASE SECTION
## OF THE OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany specifications for mineral aggregates for use in pavement repair. Not as basis for project agreement.)

Salem, Oregon, February 8, 1944

### OUTSIDE CITIES
### (M.P. 66.80 TO 69.56)(M.P. 71.40 TO 73.70)(M.P. 77.11 to 81.70)

**State Force Work**

| | | | | |
|---|---|---|---|---|
| 1,716 | tons | Plant Patching (Completed) | $ 6.60+ | $11,330.00 |
| 2,360 | tons | Plant Patching (Additional) | 6.50 | 15,340.00 |
| | | | | $26,670.00 |

**Contract Work**

**Rock Production Project**

| | | | | |
|---|---|---|---|---|
| 1,600 | cu. yds. | 3/4" - ½" Crushed Material in Stockpile | $ 2.50 | $ 4,000.00 |
| 1,210 | cu. yds. | ½" - ¼" Crushed Material in Stockpile | 2.50 | 3,025.00 |
| 1,590 | cu. yds. | ¼" - 0" Crushed Material in Stockpile | 2.50 | 3,975.00 |
| | | | | $11,000.00 |

**Re-oiling Project**

| | | | | |
|---|---|---|---|---|
| 9.6 | miles | Preparation of Base | $50.00 | $ 480.00 |
| 1,990 | cu. yds. | Placing Mineral Aggregates | 2.00 | 3,980.00 |
| 142 | tons | Furnishing and Placing 200-300 Asphalt | 35.00 | 4,970.00 |
| | | | | $ 9,430.00 |

| | |
|---|---|
| Subtotal | $47,100.00 |
| Engr. and Cont. | 2,000.00 |
| Total | $49,100.00 |

| | |
|---|---|
| Length | 9.65 miles |
| Cost per mile | $5,088.08 |

## INSIDE CITY OF BAY CITY (M.P. 69.56 TO 71.40)

**State Force Work**

| | | | | |
|---|---|---|---|---|
| 350 | tons | Plant Patching (Completed) | $ 5.46- | $ 1,910.00 |
| 580 | tons | Plant Patching (Additional) | 6.50 | 3,770.00 |
| | | | | $ 5,680.00 |

**Contract Work**

**Rock Production Project**

| | | | | |
|---|---|---|---|---|
| 300 | cu. yds. | 3/4" - ½" Crushed Material in Stockpile | $ 2.50 | $ 750.00 |
| 240 | cu. yds. | ½" - ¼" Crushed Material in Stockpile | 2.50 | 600.00 |
| 360 | cu. yds. | ¼" - 0" Crushed Material in Stockpile | 2.50 | 900.00 |
| | | | | $ 2,250.00 |

**Re-oiling Project**

| | | | | |
|---|---|---|---|---|
| 1.9 | miles | Preparation of Base | $50.00 | $ 95.00 |
| 310 | cu. yds. | Placing Mineral Aggregate | 2.00 | 620.00 |
| 23 | tons | Furnishing and Placing 200-300 Asphalt | 35.00 | 805.00 |
| | | | | $ 1,520.00 |

| | |
|---|---|
| Subtotal | $ 9,450.00 |
| Engr. and Cont. | 380.00 |
| Total | $ 9,830.00 |

| | |
|---|---|
| Length | 1.84 miles |
| Cost per mile | $ 5,342.39 |

## INSIDE CITY OF TILLAMOOK (M.P. 76.40 TO 77.11)

**State Force Work**

| | | | | |
|---|---|---|---|---|
| 219 | tons | Plant Patching (Completed) | $ 6.62+ | $ 1,450.00 |
| 11,000 | sq. yds. | Re-oiling (Completed) | 0.178+ | 1,960.00 |
| 400 | tons | Plant Patching (Additional) | 6.50 | 2,600.00 |
| | | | | $ 6,010.00 |

**Contract Work**

**Rock Production Project**

| | | | | |
|---|---|---|---|---|
| 100 | cu. yds. | 3/4" - ½" Crushed Material in Stockpile | $ 2.50 | $ 250.00 |
| 100 | cu. yds. | ½" - ¼" Crushed Material in Stockpile | 2.50 | 250.00 |
| 200 | cu. yds. | ¼" - 0" Crushed Material in Stockpile | 2.50 | 500.00 |
| | | | | $ 1,000.00 |
| | | Subtotal | | $ 7,010.00 |
| | | Engr. and Cont. | | 100.00 |
| | | Total | | $ 7,110.00 |

| | |
|---|---|
| Length | 0.71 mile |
| Cost per mile | $10,014.08 |

**Summary of Costs**

| | |
|---|---|
| Outside Cities | $49,100.00 |
| Inside City of Bay City | 9,830.00 |
| Inside City of Tillamook | 7,110.00 |
| | $66,040.00 |

February 4, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of Form PR 46, to accompany specifications for the Garibaldi-Tillamook Air Base Rock Production Project, which work is for the purpose of producing crushed materials to complete the pavement repair work under Federal Access Road Project No. DA-WR 13 (1).

Included in the estimate is the cost of State Force repair work completed and additional work to be done. Likewise is included an estimate of cost of re-oiling work which it is contemplated will be performed under a later contract.

Five copies of bid proposals for the rock production project and five copies of project sketch map are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-WR 13 (1)

## GARIBALDI-TILLAMOOK AIR BASE SECTION
## OF THE OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany specifications for mineral aggregates for use in pavement repair. Not as basis for project agreement.)

Salem, Oregon, February 4, 1944

### OUTSIDE CITIES
### (M.P. 66.80 TO 69.56)(M.P. 71.40 TO 72.70)(M.P. 77.11 TO 81.70)

**State Force Work**

| | | | | |
|---|---|---|---|---|
| 1,716 | tons | Plant Patching (Completed) | $ 6.60+ | $11,330.00 |
| 2,960 | tons | Plant Patching (Additional) | 6.50 | 19,240.00 |
| | | | | $30,570.00 |

**Contract Work**

**Rock Production Project**

| | | | | |
|---|---|---|---|---|
| 1,750 | cu. yds. | 3/4" - ½" Crushed Material in Stockpile | $ 2.50 | $ 4,375.00 |
| 1,360 | cu. yds. | ½" - ¼" Crushed Material in Stockpile | 2.50 | 3,400.00 |
| 1,890 | cu. yds. | ¼" - 0" Crushed Material in Stockpile | 2.50 | 4,725.00 |
| | | | | $12,500.00 |

**Re-oiling Project**

| | | | | |
|---|---|---|---|---|
| 9.6 | miles | Preparation of Base | $50.00 | $ 480.00 |
| 1,990 | cu. yds. | Placing Mineral Aggregates | 2.00 | 3,980.00 |
| 142 | tons | Furnishing and Placing 200-300 Asphalt | 35.00 | 4,970.00 |
| | | | | $ 9,430.00 |

| | |
|---|---|
| Subtotal | $52,500.00 |
| Engr. and Cont. | 2,200.00 |
| Total | $54,700.00 |

| | |
|---|---|
| Length | 9.65 miles |
| Cost per mile | $5,668.39 |

## INSIDE CITY OF BAY CITY (M.P. 69.56 TO 71.40)

**State Force Work**

| | | | | |
|---|---|---|---|---|
| 350 | tons | Plant Patching (Completed) | $ 5.46- | $ 1,910.00 |
| 580 | tons | Plant Patching (Additional) | 6.50 | 3,770.00 |
| | | | | $ 5,680.00 |

**Contract Work**

**Rock Production Project**

| | | | | |
|---|---|---|---|---|
| 300 | cu. yds. | 3/4" - ½" Crushed Material in Stockpile | $ 2.50 | $ 750.00 |
| 240 | cu. yds. | ½" - ¼" Crushed Material in Stockpile | 2.50 | 600.00 |
| 360 | cu. yds. | ¼" - 0" Crushed Material in Stockpile | 2.50 | 900.00 |
| | | | | $ 2,250.00 |

**Re-oiling Project**

| | | | | |
|---|---|---|---|---|
| 1.9 | miles | Preparation of Base | $50.00 | $ 95.00 |
| 310 | cu. yds. | Placing Mineral Aggregates | 2.00 | 620.00 |
| 23 | tons | Furnishing and Placing 200-300 Asphalt | 35.00 | 805.00 |
| | | | | $ 1,520.00 |

| | |
|---|---|
| Subtotal | $ 9,450.00 |
| Engr. and Cont. | 380.00 |
| Total | $ 9,830.00 |

Length 1.84 miles
Cost per mile $5,342.39

## INSIDE CITY OF TILLAMOOK (M.P. 76.40 TO 77.11)

**State Force Work**

| | | | | |
|---|---|---|---|---|
| 219 | tons | Plant Patching (Completed) | $ 6.62+ | $ 1,450.00 |
| 11,000 | sq. yds. | Re-oiling (Completed) | 0.178+ | 1,960.00 |
| 400 | tons | Plant Patching (Additional) | 6.50 | 2,600.00 |
| | | | | $ 6,010.00 |

**Contract Work**

**Rock Production Project**

| | | | |
|---|---|---|---|
| 100 cu. yds. | 3/4" - 1/2" Crushed Material in Stockpile | $ 2.50 | $ 250.00 |
| 100 cu. yds. | 1/2" - 1/4" Crushed Material in Stockpile | 2.50 | 250.00 |
| 200 cu. yds. | 1/4" - 0" Crushed Material in Stockpile | 2.50 | 500.00 |
| | | | $ 1,000.00 |
| | Subtotal | | $ 7,010.00 |
| | Engr. and Cont. | | 100.00 |
| | Total | | $ 7,110.00 |
| | Length | 0.71 mile | |
| | Cost per mile | $10,014.08 | |

SANIBALIS-TILLAMOOK AIR BASE SECTION

PROJECT NO. DA-WR 13 (1)

All necessary rights of way have been acquired for this project.

**Summary of Costs:**

| | |
|---|---|
| Outside Cities | $54,700.00 |
| Inside City of Bay City | 9,830.00 |
| Inside City of Tillamook | 7,110.00 |
| | $71,640.00 |

R. H. BALDOCK
State Highway Engineer

E. B. Probert
Office Engineer

February 4, 1944

## GARIBALDI-TILLAMOOK AIR BASE SECTION

## PROJECT NO. DA-WR 13 (1)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

February 4, 1944

PR 46

**Roadway (Garibaldi-Tillamook Air Base Section)**

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) ______ State Oregon

Completion Date (Est.) July 31, 1944 Project No. DA-WR 13 (1)

Estimated Total Cost Roadway $ 71,640 Length: Miles 12.20

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. |  | 6 | Metal culvert pipe | Lb. |  |
| 2 | Aggregates | Cy. |  | 7 | Reinforcing steel | Lb. |  |
| 3 | Bituminous mat. | Gal. | 114,000 | 8 | Structural steel | Lb. |  |
| 4 | Lumber | M. |  | 10 | Explosives | Lb. |  |
| 5 | Timber piling | Lft. |  |  |  |  |  |

DA-NR 17(1) Astoria-Naval Hospital Sec., 1944
Nehalem Secon. Hwy.
#2692

R. H. Baldock

RECEIVED
AUG 1 - 1945
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## FINAL COST ANALYSIS

Nehalem Secondary Highway
Contract #2692

Astoria-Naval Hospital Section
Prefix 104-1050

DA - NR17-1

J. A. Terteling & Sons, Contractors
L. D. Mars, Resident Engineer

NOTED
State Highway Engineer

| Item | Quantity | Unit | Cost | Revenue | Unit Cost | Unit Bid |
|---|---|---|---|---|---|---|
| **I - EAST UNIT** | | | | | | |
| Clearing & Grubbing | | All | $5,992.67 | $3,900.00 | | |
| Removal of Pav't. | 8,346.67 | Cu. Yd. | 4,246.55 | 5,008.00 | $0.51 | $0.60 |
| Struct. Excavation, Unclass. | 1,536.02 | " " | 2,863.10 | 3,072.04 | 1.86 | 2.00 |
| Trench Excavation, Unclass. | 525.95 | " " | 1,109.75 | 1,577.85 | 2.11 | 3.00 |
| General Excavation, Unclass. | 144,705.7 | " " | 56,856.36 | 50,647.00 | 0.39 | 0.35 |
| Short Overhaul | 263,246 | Yd. Sta. | 5,966.60 | 5,264.92 | 0.023 | 0.02 |
| Long Overhaul | 2,243.02 | C-Yd. Sta. | 762.59 | 672.91 | 0.34 | 0.30 |
| Rounding Cutbanks | 1,300 | Lin. Ft. | 118.40 | 130.00 | 0.09 | 0.10 |
| Finishing Roadbed and Slopes | 3.39 | Mile | 1,573.64 | 1,186.50 | 464.20 | 350.00 |
| Mortar-bound Slope Paving | 2,149.3 | Sq. Yd. | 3,007.14 | 3,546.35 | 1.40 | 1.65 |
| 8" Concrete Drain Pipe | 2,100 | Lin. Ft. | 1,959.93 | 2,100.00 | 0.93 | 1.00 |
| 4" Sewer Pipe | 115 | " " | 64.40 | 69.00 | 0.56 | 0.60 |
| 8" " " | 697 | " " | 748.09 | 801.55 | 1.07 | 1.15 |
| 12" Concrete Pipe | 1,086 | " " | 1,875.09 | 2,009.10 | 1.73 | 1.85 |
| 18" " " | 630 | " " | 2,146.12 | 2,299.50 | 3.41 | 3.65 |
| 24" " " | 240 | " " | 1,187.16 | 1,272.00 | 4.95 | 5.30 |
| Salvaging Culvert Pipe | 147 | " " | 89.18 | 95.55 | 0.61 | 0.65 |
| Lumber and Timber | 7.176 | M-FBM | 681.40 | 717.60 | 94.96 | 100.00 |
| Rock or Gravel Back-fill in Drains | 136 | Cu. Yd. | 401.57 | 680.00 | 3.22 | 5.00 |

[illegible] Cost Analysis
Astoria-Naval Hospital Section

| Item | Quantity | Unit | Cost | Revenue | Unit Cost | Unit Bid |
|---|---|---|---|---|---|---|
| Class "A" Concrete in Stockpass | 31.83 | Cu. Yd. | $1,488.90 | $1,432.35 | $46.67 | $45.00 |
| Metal Reinforcement | 4,672 | Lb. | 395.35 | 420.48 | 0.085 | 0.09 |
| 3"-0 Rock in Base | 18,815 | Cu. Yd. | 53,479.67 | 43,274.50 | 2.84 | 2.30 |
| 1¼"-0 Rock in Leveling Course | 13,695 | " " | 42,267.73 | 34,237.50 | 3.09 | 2.50 |
| 3/4"-0 Rock in Shldrs. | 1,751 | " " | 5,944.64 | 4,815.25 | 3.39 | 2.75 |
| Sprinkling | 54 | M-Gal. | 498.96 | 189.00 | 9.24 | 3.50 |
| Salvaging Surfacing Materials | 62.2 | Cu. Yd. | 64.40 | 74.64 | 1.04 | 1.20 |
| Class "B" Asphaltic Concrete | 11,395.823 | Ton | 79,770.74 | 81,480.13 | 7.00 | 7.15 |
| Furnish and Place Emulsified Asphalt in Seal Coat | 38.33 | " | 1,724.85 | 1,724.85 | 45.00 | 45.00 |
| Furnish and Place Fine Aggregate in Seal Coat | 169.888 | " | 764.50 | 764.50 | 4.50 | 4.50 |
| PA #1, 42" Concrete Pipe | 96 | Lin. Ft. | 1,317.07 | 1,411.20 | 13.72 | 14.70 |
| PA #1, 60" Corr. Iron Pipe | 12 | " " | 196.40 | 300.00 | 16.36 | 25.00 |
| PA #2, Quarry Rock in Place | 1,988.5 | Cu. Yd. | 3,314.11 | 2,684.48 | 1.67 | 1.35 |
| PA #3, Rock Slope in Place | 576 | " " | 781.47 | 921.60 | 1.36 | 1.60 |
| PA #5, Catch Basins | 3 | Each | 218.64 | 225.00 | 72.88 | 75.00 |
| Force Account | | | 1,545.76 | 1,476.18 | | |
| | | II - WEST UNIT | | | | |
| Clearing and Grubbing | | All | $410.18 | $300.00 | | |
| Removal of Pav't. | 471.7 | Sq. Yd. | 239.99 | 283.02 | $0.51 | $0.60 |
| " " Curbs | 257.1 | Lin. Ft. | 76.31 | 89.99 | 0.30 | 0.35 |
| " " Walks | 137 | Sq. Yd. | 69.70 | 82.20 | 0.51 | 0.60 |
| " " Catch Basins | 7 | Each | 391.75 | 462.00 | 55.96 | 66.00 |

Final Cost Analysis
Astoria-Naval Hospital Section

| Item | Quantity | Unit | Cost | Revenue | Unit Cost | Unit Bid |
|---|---|---|---|---|---|---|
| Structural Excavation, Unclass. | 271.0 | Cu. Yd. | $632.33 | $677.50 | $2.33 | $2.50 |
| Trench Excav., Unclass | 2 | " " | 4.22 | 6.00 | 2.11 | 3.00 |
| Gen'l. " " | 4,192.6 | " " | 1,900.55 | 1,677.04 | 0.45 | 0.40 |
| Short Overhaul | 1,412 | Yd. Sta. | 32.00 | 28.24 | 0.022 | 0.02 |
| Finishing Roadbed and Slopes | 0.47 | Mile | 218.17 | 164.50 | 464.20 | 350.00 |
| 8" Sewer Pipe | 255 | Lin. Ft. | 244.80 | 255.00 | 0.96 | 1.00 |
| 12" Concrete Pipe | 342 | " " | 591.66 | 649.80 | 1.73 | 1.90 |
| 18" " " | 54 | " " | 184.14 | 197.10 | 3.41 | 3.65 |
| Extra for Installing Pipe Under Pav't. | 52 | " " | 63.09 | 67.60 | 1.21 | 1.30 |
| Salvaging Culvert Pipe | 159 | " " | 87.45 | 103.35 | 0.55 | 0.65 |
| Concrete Catch Basins | 12 | Each | 766.56 | 900.00 | 63.88 | 75.00 |
| " Inlets | 3 | " | 133.65 | 150.00 | 44.55 | 50.00 |
| Adjustment of Manholes | 5 | " | 236.45 | 250.00 | 47.29 | 50.00 |
| Class "A" Concrete in Retaining Wall | 45.79 | Cu. Yd. | 2,130.15 | 1,831.60 | 46.52 | 40.00 |
| Metal Reinforcement | 1,941 | Lb. | 164.99 | 174.69 | 0.085 | 0.09 |
| Concrete in Curbs and Misc. Structures | 129.58 | Cu. Yd. | 6,406.67 | 6,479.00 | 49.48 | 50.00 |
| Concrete Traffic Separators | 24.55 | " " | 1,214.73 | 1,227.50 | 49.48 | 50.00 |
| Concrete Traffic Islands | 45.16 | " " | 2,234.52 | 2,258.00 | 49.48 | 50.00 |
| Construct Recesses for Traffic Control Markers |  | All | 443.30 | 650.00 |  |  |
| 3/4" Electrical Conduit | 1,890 | Lin. Ft. | 529.20 | 453.60 | 0.28 | 0.24 |
| 1" " " | 195 | " " | 68.15 | 58.50 | 0.35 | 0.30 |
| Metal Pull Boxes, Standard Cover | 9 | Each | 100.80 | 162.00 | 11.20 | 18.00 |

Final Cost Analysis
Astoria-Naval Hospital Section

| Item | Quantity | Unit | Cost | Revenue | Unit Cost | Unit Bid |
|---|---|---|---|---|---|---|
| Metal Pull Boxes, Special Cover | 3 | Each | $118.50 | $165.00 | $39.50 | $55.00 |
| 3"-0 Rock in Base | 1,915.5 | Cu. Yd. | 5,438.97 | 4,405.65 | 2.84 | 2.30 |
| 1½"-0 " " Leveling Course | 1,322 | " " | 4,080.17 | 3,305.00 | 3.09 | 2.50 |
| 3/4"-0 Rock in Shldrs. | 414 | " " | 1,405.53 | 1,138.50 | 3.40 | 2.75 |
| ½"-0 Mat'l in Cushion Course | 95 | " " | 387.03 | 313.50 | 4.07 | 3.30 |
| Sprinkling | 5 | M-Gal. | 46.20 | 17.50 | 9.24 | 3.50 |
| Salvaging Surf. Mat'ls. | 437.6 | Cu. Yd. | 516.72 | 568.88 | 1.18 | 1.30 |
| Portland Cement Concrete Pavement | 1,641.07 | Sq. Yd. | 7,213.86 | 9,025.89 | 4.39 | 5.50 |
| Expansion Joints in Pavement | 164.9 | Lin. Ft. | 19.77 | 24.74 | 0.12 | 0.15 |
| Contraction Joints | 829.4 | " " | 43.09 | 53.91 | 0.052 | 0.065 |
| Dowel Bars | 165 | Each | 30.33 | 37.95 | 0.18 | 0.23 |
| Tie Bars and Reinforcement | 670 | Lb. | 48.20 | 60.30 | 0.072 | 0.09 |
| Class "B" Asphaltic Concrete | 1,685.924 | Ton | 10,958.51 | 12,222.92 | 7.25 | 7.50 |
| PA #4, Cement Adjustment | 2.54 | Bbl. | 60.96 | 60.96 | 2.54 | 2.54 |
| | | | $335,310.93 | $311,941.97 | | |

| | |
|---|---|
| Total Cost | $335,310.93 |
| Gross Revenue | 311,941.97 |
| Net Loss | $23,368.96 |

Net Loss Equals 7.5% of Gross Revenue

## Astoria Naval Hospital Access Road

### Detail of Cost

**Labor:**

| | | | |
|---|---|---|---|
| Supervision | | $22,671.83 | |
| Labor | | 78,318.15 | |
| State Industrial Accident Insurance | | 6,842.58 | |
| Social Security | | 1,009.90 | |
| Unemployment Insurance | | 3,812.88 | |
| | | | $112,655.34 |

**Materials:**

| | | | |
|---|---|---|---|
| Rock | | $284.50 | |
| Sand | 33.5 cu. yd. at $1.50 | 50.25 | |
| Cement | 158 sacks at $0.85 | 134.30 | |
| Ready Mix Concrete | 744.3 cu. yd. at $11.25 | 8,373.70 | |
| Lumber | | 1,233.91 | |
| Wire and Nails | | 25.61 | |
| Reinforcing Steel | 7,250 lbs. at $0.04 | 290.00 | |
| Dowels and Sleeves | 165 at $0.20 | 33.00 | |
| Expansion and Contraction Joints | | 12.00 | |
| Concrete Pipe: | | | |
| 4" Sewer | 115 lin. ft. at $0.10 | 11.50 | |
| 8" " | 952 " " " 0.24 less 10% | 205.63 | |
| 8" Concrete | 2,100 " " " 0.50 " " | 945.00 | |
| 12" " | 1,428 " " " 0.69 " " | 886.79 | |
| 18" " | 684 " " " 1.55 " " | 954.18 | |
| 24" " | 240 " " " 2.05 " " | 442.80 | |
| 42" " | 96 " " " 5.80 " " | 501.12 | |
| Corr. Iron Pipe, 60" | 12 " " with Band | 170.40 | |
| Electric Wire | All | 16.20 | |
| Water Pipe | All | 20.60 | |
| | | | 14,591.49 |

**Equipment Rental, Supplies and Miscellaneous:**

| | |
|---|---|
| Equipment Rental | $45,635.46 |
| Rented Equipment | 10,660.54 |
| Gas, Oil and Grease | 19,413.55 |
| Jaw for Main Crusher | 557.85 |
| Belting | 123.86 |
| Screen Cloth | 1,020.92 |
| Powder and Exploders | 191.14 |
| Rock Bits | 162.57 |
| Wire Rope | 893.98 |
| Small Tools and Miscellaneous | 1,105.71 |

Contract 2692
Detail of Cost (Cont'd)

Equipment Rental, Supplies and Miscellaneous (Cont'd):

| | | |
|---|---|---|
| Royalty on Rock 40,572 cu. yd. at $0.25 | $10,143.00 | |
| Freight and Cartage, Move In and Move Out | 18,134.03 | |
| Rent of Equipment Yard and Office | 181.00 | |
| Field Office Supplies | 624.89 | |
| Bond | 1,605.50 | |
| Insurance | 112.50 | |
| Home Office and General Overhead | 4,280.00 | |
| | | $114,845.50 |
| Work Done by Sub-contractor: | | 93,218.60 |
| Total | | $335,310.93 |

REMARKS:

This was a "Federal Access Road Project" and consisted of the grading, rocking and paving of 3.86 miles of roadway and the construction of a box culvert, retaining walls, traffic islands, traffic separators, curbs and such incidental work as required.

This project was bid and awarded July 12th, 1944; work was started July 22nd, and completed January 6th, 1945. The contractor moved in with a large amount of equipment and made every effort to prosecute the work. A lack of manpower rather than machinery proved to be the bottleneck which slowed operations. Grading progressed fair for about 50% of the total but slowed because of early fall rains. If good weather had been experienced during the early fall months the grading operations would have shown a small profit, but mud and slides hampered operations to such an extent that the contractor was unable to break even on these items.

Crushed rock of all kinds proved one of the heaviest loss items to the contractor while they should have shown his greatest profit. Rock was obtained from an overlapping property owned by Hildebrand and the City of Astoria. Royalty of $0.25 per cubic yard was paid but was reflected in the high bid price for rock as bid by the contractor. The quarry broke good, and very little powder was used. A portable plant was used with the addition of a heavy breaker to reduce the material so that maximum production could be obtained from the portable plant. However, screens and crushers on the portable were of insufficient size to allow much production, and this, with a lack of qualified labor, caused very high costs on all rock produced. Almost all rock was crushed, hauled to the job site and stockpiled. A small shovel was used to load the various materials as required in the construction. This operation also added considerably to the costs.

All black top paving was subbed by the contractor, who held back enough to more than carry his overhead. No costs are available on the black top operations, but from the field data it is certain that due to the unfavorable weather conditions and lack of labor, the sub-contractor was unable to break even on the items subbed.

The Portland Cement paving items were among the few items on which the contractor showed a profit, and these items only because of the extreme high bid prices. Concrete pavement costs, while about 100% higher than ordinary, still were somewhat under the bid prices.

This project was well supervised, had an adequate amount of good equipment and under normal conditions would have shown a profit to the contractor. Unfavorable weather conditions, an insufficient amount and poor grade of labor and the immediate need of this project, which caused the contractor to continue operations under adverse conditions, were the principal reasons for the loss shown. The heavy move in costs and the contractor's insufficient knowledge of coast conditions also were contributing factors which added to the costs.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
MAY 6 1947
FOR FILING

5

DA-NR 17-1

**OREGON STATE HIGHWAY COMMISSION**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon,
May 5, 1947.

SUBJECT:

Highway Engineer

Cross Referenced To
Adm
Insurance
Prop Damage

To:

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Department,

Dear Sir:

Reference is made to the complaint made by A. E. Maki, Route 1, Box 967, Astoria, concerning the difficulty he is having on account of a slide which interfers with his water pipe.

We attach hereto copy of a letter written by Mr. Eason, dated December 21, 1946, and a copy of a letter from Mr. Seeley dated April 30, 1947. Inasmuch as Mr. Seeley has called on Mr. Maki and discussed the matter with him, and explained the circumstances which make it his responsibility to maintain his pipe, we believe no further action is required in this matter.

Very truly yours,

I. A. DeFrance

I. A. DeFrance,
Assistant Maintenance Engineer.

IAD:lmg

FORM E-30 25M 7-46

**OREGON STATE HIGHWAY COMMISSION**

**INTER-DEPARTMENT CORRESPONDENCE**

Astoria, Oregon
April 30, 1947

SUBJECT:

To:

Mr. F. D. Mason
Division Engineer
State Highway Department
Salem, Oregon

-2 1947

Dear Sir:

In reply to your letter of April 29 requesting a report on the complaint of Mr. Maki concerning a water pipe which has been broken by material sliding from the cut slope on the Nehalem Secondary, I contacted this man on December 24, 1946 and explained to him that the Highway Department cannot take the responsibility for damage to his water pipe by slides. I advised him that the only cure for the condition of which he complains is to change the location of his pipe. He seemed to understand this matter and has made no further complaint.

Very truly yours,

C C Seeley

C. C. SEELEY
Dist. Maint. Supt.

CCS:sag

FORM E-30 20M 12-46

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

C
O
P
Y

Salem, Oregon
December 21, 1946

104-61

SUBJECT:

To: Mr. C. C. Seeley,
District Maintenance Superintendent,
Oregon State Highway Department,
Astoria, Oregon.

Dear Sir:

Herewith a copy of a letter from A. E. Maki, who lives on the Nehalem Secondary Highway a short distance out of Astoria. We had considerable difficulty in securing our right of way for the Naval Hospital Project, and reviewed his claim several times. The right of way department finally made a cash settlement covering all these claims, after we had repaired Mr. Maki's water pipe several times during construction. You can get additional information on the Maki situation from Mr. Mars.

Mr. Maki's water pipe is no different from the private crossings permitted by the State any place else. It is entirely his responsibility, only he is permitted by the State to occupy the highway for this service crossing. If his pipe line is interfering with the operations of the maintenance crews and thereby becomes damaged, it certainly would be to his benefit to make changes in his pipe line to get clear of the slides or impending slides. Our problems are to keep the highway open and not to take care of private water lines.

The following is a quotation from the final settlement and release we had with Maki the 3rd of August, 1945:

"In consideration of the payment by the State to the Vendors of said sum of $69.00 and said sum of $25.00 the Vendors hereby release and relieve the State from any claim of any kind or character growing out of, connected with, or related to the purchase by the State of the real property described in the said option and the construction of a street or highway over said real property and hereby accept said sums and the things heretofore done by the State as full and complete performance and satisfaction of all the obligations, provisions and requirements of said option."

This covers any and all damage resulting from the reconstruction of the highway. Any damage to Mr. Maki's water pipe resulting from slides is a matter that he will have to take care of himself, We are subject to damage from slides on our highways and assume that responsibility. His pipe line on the highway property is there either by permit or sufferance from the Highway Commission.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM

COPY

RECEIVED
MAY 24 1946
FOR FILING

DA-NR 17-1

Salem, Oregon
May 22, 1946

Cross Referenced To
Maint.
Drainage

Mr. J. M. Devers

Dear Sir:

I am attaching hereto file and the report of Mr. Eason involving the complaint of Mrs. Gertrude M. Maki of Astoria.

Mr. Eason has given a full report and I suggest that Mrs. Maki be advised that if her neighbor, Mr. Peldo, will not put the ditch in a pipe that it is a matter to be brought before the Public Health Officer.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI

FORM E-30 30M 12-45

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1946

SUBJECT:

To:

Mr. R. H. Baldock,
State Highway Engineer.

Dear Sir:

I am returning the attached correspondence concerning the complaint of Mrs. Gertrude M. Maki of Astoria.

The options on the Peldo properties, adjacent to and across the highway from the Maki property, provide as follows:

> John R. Peldo property -- State to install pipe not less than 6 inches in diameter from easterly to westerly right of way lines for use of grantor near south line of grantor's property.

This is at approximate Station 86+70 and is within a few feet of the north line of the Maki property. The other Peldo option contains this statement:

> "State to install a 4-inch or 6-inch pipe or tile, easterly side, from Station 84+65 to 88+60 and across highway at latter station to westerly right of way line (for sewer)."

These option provisions were carried out by the State and a ditch was constructed from the outlet of the tile across the Peldo property to the river. The Peldos were to install their sewer tile in this ditch and carry the sewage to the river or bay. In my report of May 2, 1945, on the various complaints of Mrs. Maki, this same sewage matter was contained in her complaint "D", as follows:

> "'Also when the state constructed a sewer for our neighbors, an open ditch was dug, which seems to trespass on our property at the lower end. The dirt from the ditch was thrown on what seems to be our property according to a survey by our neighbors. The water at the termination of this ditch is undermining a fill we had put in last summer on the west side of our

land. Does the building code or board of health permit an open sewer of this kind?'

"The ditch was constructed on the adjoining property about 4 feet north of the Maki property line. This ditch carries water from a sewer pipe installed across the highway to provide for future sewer disposal into the bay. No sewage runs through this pipe or open ditch at this time. There is some wash at the lower end of the ditch, which wash extends onto the Maki property. Mrs. Maki was advised that when and if the present ditch was used for sewage purposes the flow would be inclosed in a pipe to be placed in the ditch by the users and owners and the ditch would then be filled. This would eliminate any further wash at lower end. Mr. Mars will contact the adjoining owner, Mr. Peldo, on whose property the ditch is located, advising him of Mrs. Maki's complaint and to arrange if possible to place the outlet pipe immediately and backfill the ditch.

"Mrs. Maki admitted having given the contractor permission to operate on the Maki property in grading on the adjoining property and the digging of the above-mentioned ditch. The small amount of spoil left on the Maki property in consequence thereof is of minor import, since she requested and arranged for the contractor to deposit a considerable quantity of material throughout the yard area. Mr. Maki stated he considered this item of no consequence."

It would appear from Mrs. Maki's present complaint that the Peldos have not installed the sewer pipe in this open ditch. I do not see what pressure we can bring to bear, since the ditch is outside of our right of way, but the matter probably should be reported to the Public Health Officer.

Yours very truly,

F. D. Eason

F. D. EASON,
Division Engineer.

FDE:AM

RECEIVED
AUG 9 - 1945
FOR FILING

DA-NR 17 (1)

Salem, Oregon
August 6, 1945

Release agreement
Gertrude and Arvid Maki

Mr. J. M. Devers
Chief Counsel
O f f i c e

Dear Sir:

We are returning herewith two executed copies of the agreement between the State Highway Commission and Gertrude Maki which has to do with releasing the State from further obligation with respect to Maki's claim for damages arising out of construction of the Astoria Naval Base access road.

Mr. Glaisyer has retained the original copy of this agreement for the Commission's files.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JMcKH
Enclosures - 2
cc - S. H. Probert

FORM E-50 25M 11-44

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1945

SUBJECT: Release Agreement
Gertrude and Arvid Maki

To:

Mr. C. B. McCullough
Asst. State Highway Engineer

OFFICE

Dear Sir:

I am returning to you herewith two executed copies of an agreement between the State Highway Commission and Gertrude Maki and her husband conditionally releasing the State from further obligation with respect to Maki's claim for damages arising out of construction of the Astoria Naval Base Section of the Nehalem Secondary Highway in Clatsop County.

These are returned to you for further handling. I have retained the original copy of the agreement for the Commission's records and files.

Very truly yours,

Secretary

HBG:eo

Enclosures

RECEIVED
JUL 20 1945
FOR FILING

PA-NR 17-1

Salem, Oregon
July 19, 1945

Cross Referenced To
Adm
Insurance
Prop. Damage

MAY + MAKI

Mr. H. G. Smith

We are handing you herewith three copies of an agreement to cover the controversy between the State Highway Commission and Arvid and Gertrude Maki concerning their property near Astoria.

You will please note that this agreement provides for the payment of $25.00 to cover the cost of their sidewalk, and $60.00 to cover the cost of the rearrangement of their water pipes.

Will you please forward these copies to Mr. Eason and ask him to have them executed by the Makis, and return them for final approval by the State Highway Commission.

C. B. McCullough
Assistant State Highway Engineer

JM:ej
Attach.

2-90 20M 4-45

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 18, 1945

SUBJECT: R 11435

To:

Mr. C. B. McCullough,

Office.

Dear Sir:

Attached you will find four copies of a form of release agreement to cover the controversy between the State and the Makis concerning their property in Clatsop County.

You will note that I have included in this settlement the $69.00 for the water pipe, which I assume has not yet been paid.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW
Enc.

PA-NR17-1

Salem, Oregon
July 13, 1945

Maki Complaint on Astoria-
Naval Hospital Section

Mr. J. M. Devers
Chief Counsel
Office

Cross Referenced To
Adm
Insurance
Prop. Damage
MAY and MAKI

Dear Sir:

Please note the attached copy of a letter from L. D. Mars, Resident Engineer, and H. G. Smith advising that Mr. Maki will accept $25.00 in lieu of the sidewalk leading to his front door.

This matter is being referred to you for your approval.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:lk
Attached

**OREGON STATE HIGHWAY COMMISSION**
**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
July 10th, 1945

**SUBJECT:** Maki Complaint on Astoria-
Naval Hospital Section

**To:** Mr. C. B. McCullough
Asst. State Highway Engineer
Office

REFERRED TO
McFarland
By Asst. State Highway Engineer

Will you please
handle this.

Dear Sir:

Herewith copy of a letter from L. D. Mars, advising that Mr. Maki will accept payment of $25.00 in lieu of the sidewalk leading to his front door, which we have been unable to build on account of the shortage of that class of contractors in Astoria.

I recommend this be referred to Mr. Devers for payment.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR
Enc.

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

C
O
P
Y

Astoria
July 7, 1942

**SUBJECT:**

**To:** [illegible] D. Eason
Division Engineer
Salem, Oregon

Dear Sir:

After much effort by myself and Mr. Maki to find someone to build the sidewalk for him without result, he has finally decided to accept $25.00 and build it at a later date.

Yours truly,

(Sgd.) L. P. [illegible]
Resident Engineer

FILING

DA-NR 17-1

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1945

SUBJECT: Contract No. 2692

[illegible]
Adm
Insurance
Prop. Damage

MAY and MAKI

To: Mr. C. B. McCullough,
Office.

NOTED
Asst. State Highway Engineer

L

Dear Sir:

With respect to the J. A. Terteling & Sons contract and the claim of Mr. and Mrs. May against the contractor, may I report that some days ago I wrote the bonding company and said that in view of the fact that all claims against the contractor, so far as we know, have been settled, except the May claim, and since the May claim does not exceed fifty dollars, I would recommend to the Commission that settlement with the contractor be made in full at this time, notwithstanding the unsettled May claim.

The bonding company is still negotiating with Mr. and Mrs. May for a settlement.

I recommend and advise that the job be "finaled" and final payment made to the contractor.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW

cc S. H. Probert
H. Glaisyer

RECEIVED
JUN 28 1945
FOR FILING

[illegible], CHAIRMAN
[illegible]
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

# OREGON
# STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

C O P Y

DA-NK 17-1

June 23, 1945

Hansen & Rowland, Inc.,

Tacoma, Washington.

Gentlemen:

Re: M 1093 Astoria Naval Hospital Highway
Contract - J. A. Terteling & Son, Inc.,
Claim of Mr. and Mrs. Clifford May.

Upon receipt of your letter of the twenty-first relative to the above subject and particularly with respect to the claim of Mr. and Mrs. May I inquired in our Auditing Department and found that the final voucher calls for the payment of $9,897.92, of which $9,000 has been paid and the State has been holding $897.92.

Since the Maki claim has been paid, and since the May claim is small, it occurs to me that the balance due the contractors; namely, $897.92 might as well be paid now rather than split that amount and hold a part of it until you settle the May claim. If this suggestion meets with your approval, I will be pleased to be so advised and I will then advise the Highway Commission accordingly.

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. B. Glaisyer
S. H. Probert

**OREGON STATE HIGHWAY COMMISSION**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1945

SUBJECT:

To: Mr. C. B. McCullough,
Office.

NOTED
Asst. State Highway Engineer

Dear Sir:

With respect to the Maki claim and the May claim against J. S. Terteling & Sons, Inc., wish to advise that the Maki claim has been settled and I hold an executed release of claim. The May claim has not yet been settled but is in process of settlement.

In my most recent report from the insurance company the company says, after advising concerning the status of the claims: "Otherwise, pending disposition of the matter you may continue to withhold whatever amount you have earmarked in connection with this claim".

I believe that we are withholding in connection with both claims approximately $900. I think it not necessary to release any part of that until both claims have been disposed of.

Yours very truly,

J M Devers

J. M. DEVERS

JMD:PW

In quadruplicate

Copy sent to Probert

CHAIRMAN
PORTLAND
HUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

N 28 1945 D
FOR FILING

DA-NR 17-1

May 12, 1945

J. A. Terteling & Sons, Inc.,
4002 Fairview Avenue,
Boise, Idaho.

Gentlemen:

I have your letter of the ninth relative to the claims made by Mr. and Mrs. Maki and Mr. and Mrs. May of Astoria for reimbursement for damage to their properties, which damage they claim was done in connection with your contract operations.

I think it not necessary that all of the retained percentage be withheld, for to do so would impose a hardship on you in view of the total amount of the claims. However, I think the Commission will be more likely to approve a payment of $9,000 and hold the $897.92 until these claims are disposed of, so if you will have your surety authorize the Highway Commission to pay to you the sum of $9,000 of the retained funds, notwithstanding the disputed claims, I will recommend to the Commission that such payment be made with the understanding, of course, that you and your surety will continue your negotiations with the claimants until a satisfactory adjustment has been reached.

Yours very truly,

J. M. DEVERS

JMD:FW

cc Hansen & Rowland, Inc.

H. B. Glaisyer

AGENDA
MAY 14 1945

3-a

**OREGON STATE HIGHWAY COMMISSION**
**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
May 4, 1945

SUBJECT:

To: Mr. H. B. Glaisyer,
Office.

Dear Mr. Glaisyer:

Attached is a copy of the report made by Mr. Landon and Mr. Eason following their inspection of the Maki property at Astoria and the claims made by the said people.

I suggest that this matter come to the attention of the Commission at its next meeting.

Yours very truly,
JM Devers
J. M. DEVERS

JMD:PW
Enc.

E.R.

ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

May 2, 1945

Mr. R. H. Baldock
Mr. J. M. Devers

Gentlemen:

In accordance with instructions the undersigned investigated the complaints of Gertrude Maki of Astoria on May 1, 1945.

Mr. Chessman advised he was too busy to accompany us to the Maki property but requested we discuss the complaints with the Makis and make a report for the Commission's final action.

We first contacted Mr. Maki at his place of business in Astoria. He was unable to leave his business but asked us to see and discuss the complaints with Mrs. Maki. With Mr. Mars, the Resident Engineer on the construction work, we called on Mrs. Maki at her home on the Nehalem Secondary Highway one-half mile outside the city limits.

Quoting Mrs. Maki's letter of January 23, 1945, the various matters complained of therein are referred to in like order as follows:

> Complaint A: "Before we signed the option Ray Landon, representing the commission, consulted Mr. Mars at our request as to the elevation of the road in front of our property. We were all informed by Mr. Mars that the grade would not be raised more than six inches in front of the house but would be lowered at the north end of the property.
>
> "However, upon the completion of the road we find the grade in front of our property raised from two to three feet.
>
> "This undoubtedly necessitates the raising of the entire grade of property, buildings, and shrubs. At least we were advised by a contractor to raise the house two feet."

Mrs. Maki's complaint was the low condition of the house and property due to the change of grade and averred that she had been told the grade would not be raised more than 6 inches. Mr. Mars contends he stated the grade would not be raised more than 1.5 feet. The actual raise of the outside supered shoulder according to the cross-section was 1.45 feet at Station 88. There was slight lowering of the grade from the existing pavement at the north end of the property 125 feet north of the house. The original right of way line of the county road (now secondary highway) was within 5 feet of the front of the house. The new location was shifted away from the house and the new right of way now claimed and covered by the signed deed from the Makis, to definitely establish the right of way limit, misses the house some 10 feet.

The Makis had used the right of way before reconstruction as a front yard and maintained a lawn thereon, without objection from the State. We informed Mrs. Maki, and Mr. Maki later, that a change of grade outside a city (where grades of streets are established and made a matter of record for street improvements) could be made by the Highway Commission without damage responsibility. Mr. Maki considered this their greatest claim.

> Complaint B: "Furthermore, in the option is stated as follows: 'State to reconnect water pipe if severed on east side'.
>
> "During the process of reconnection we were without water for three days. I personally gave them two new lengths of pipe to make this connection possible. However, all the old twisted pipe was straightened in the best manner possible and installed by the contractor. This installation was so inadequate that we have again been without water since last Wednesday. Improper drainage along the road does not permit us to make proper installation of water pipes."

This complaint of inconvenience from loss of water use due to broken water pipe has merit. The contractor did break the water line and the State paid the contractor force account for repairs, but there necessarily was some time involved and consequent inconvenience. She claims the repairs were inadequate and her husband had to put a new and larger pipe across the highway, since he could not procure the services of a plumber. We recommend a reasonable recompense for the installation of this new line, since the option provided that the State was to reconstruct water line if severed. Estimate of new line as follows:

| | | | |
|---|---|---|---|
| 1½" Pipe | 80 ft. at | $ .20 | $16.00 |
| Labor - Mr. Maki | 3 days " | 14.00 | 42.00 |
| Plumber | ½ day | | 11.00 |
| | Total | | $69.00 |

> Complaint C: "Also in the option the state agrees to reconstruct sidewalk to right of way line. The old sidewalk would probably have been satisfactory if the grade had not been raised more than six inches. As yet, no sidewalk has been constructed."

There is no argument about the State's obligation to reconstruct sidewalk from house to right of way line, since it is so provided in the option. We informed Mrs. Maki this would be done as soon as arrangements could be made. We will try and procure the services of the cement man in Astoria who placed the original walks, so Mrs. Maki will be satisfied with the layout of the new walk. It is estimated this will cost not to exceed $35.00.

> Complaint D: "Also when the state constructed a sewer for our neighbors, an open ditch was dug, which seems to trespass on our property at the lower end. The dirt from the ditch was thrown on what seems to be our property according to a survey by our neighbors. The water at the termination of this ditch is undermining a fill we had put in last summer on the west side of our land. Does the building code or board of health permit an open sewer of this kind?"

The ditch was constructed on the adjoining property about 4 feet north of the Maki property line. This ditch carries water from a sewer pipe installed across the highway to provide for future sewer disposal into the bay. No sewage runs through this pipe or open ditch at this time. There is some wash at the lower end of the ditch, which wash extends onto the Maki property. Mrs. Maki was advised that when and if the present ditch was used for sewage purposes the flow would be inclosed in a pipe to be placed in the ditch by the users and owners and the ditch would then be filled. This would eliminate any further wash at lower end. Mr. Mars will contact the adjoining owner, Mr. Peldo, on whose property the ditch is located, advising him of Mrs. Maki's complaint and to arrange if possible to place the outlet pipe immediately and backfill the ditch.

Mrs. Maki admitted having given the contractor permission to operate on the Maki property in grading on the adjoining property and the digging of the above-mentioned ditch. The small amount of spoil left on the Maki property in consequence thereof is of minor import, since she requested and arranged for the contractor to deposit a considerable quantity of material throughout the yard area. Mr. Maki stated he considered this item of no consequence.

Mrs. Maki has made the further complaint of damage to the house as evidenced by plaster cracks claimed to have been caused by the operation of the contractor's equipment in near vicinity. The original decorator of the Maki house has given Mrs. Maki an estimate of cost of repairing this damage of $300.00.

There is reason to believe that at least some of these cracks did result from the contractor's operations. Under provisions of our standard contract form, items 6-20 and 6-21 on page 17 of 1940 edition, the responsibility for any damage as claimed rests with the contractor and his surety and our Legal Department has so advised Mrs. Maki. Mrs. Maki states she has made claim to the contractor on this account but has received no satisfaction. She admitted that she had asked the contractor to bring in and spread material in her yard around the house due to the lowered condition. This operation at her request, of course, would contribute to any damage due to vibration from equipment.

Mrs. Maki was advised that our recommendations in respect to these complaints would be and are as follows:

A. That no damages could be allowed by reason of change of grade.

B. That the State would compensate the Makis for reconstruction of the water pipe at the estimated actual cost (our estimate as herein itemized, $69.00).

C. The State would fulfill its obligations as contained in the option at the earliest possible moment.

D. That the State will endeavor to get the adjacent property owner to place the sewer pipe and backfill ditch in the near future. If this cannot be arranged, we recommend that the State rearrange the outlet of this ditch and bulldoze fill the wash at an estimated cost of $15.00.

That the State use its influence with the contractor and his bondsmen to effect an early settlement for the plaster damage to the extent resulting from the operation of the contractor's equipment within the right of way boundaries. The extent of the contractor's liability cannot be determined by the undersigned, because of preexisting cracks in the plaster and also because of cracks that may have been caused by the contractor's operations on the Maki property at the request and permission of the Makis.

It is the desire of the Makis, of course, to improve their frontage after leveling with new material they had the contractor place between the house and the highway shoulder. There should be no objection to this improvement involving use of the highway right of way by planting and maintaining a lawn and shrubs, but to protect against any future claims it would seem best to cover this use of State property by some agreement or revocable permit.

Respectfully submitted by,

F. D. Eason
Ray Landon

VED
7 1945
CR FILING

GH-NK 17-1

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF MERLE R. CHESSMAN
% ASTORIAN-BUDGET
ASTORIA, OREGON

NOTED
State Highway Engineer

Cross Referenced To

April 11,1945

Mr. R.H.Baldock,
Chief Engineer,
Highway Commission,
Salem, Ore.

Dear Sam :

Mr. Maki, husband of Mrs. Gertrude Maki whose home is on the Astoria-Navy Hospital road, was in again this morning asking whether or not the commission or the contractor intend repairing the damage to his property occasioned by the construction work. He tells quite a tale of damage to his yard, house, water pipes, garage and a fill which he put in himself. Says all he gets is courteous letters saying investigations will be made and that he will be treated fairly. He is anxious to know whether anything is to be done or whether he will have to spend his own money. Suggest you give us some report on this at our next meeting.

Regards,

Merle Chessman

RECEIVED
APR 12 1945
OREGON
STATE HIGHWAY COMMISSION

DA-NR 17 (1)

Salem, Oregon
February 28, 1945

Mr. J. M. Devers

Please refer to your communication of January 26 to which was attached a copy of a letter from Gertrude Maki of Astoria in which she complained about things the state has done and has not done with respect to her property, located adjacent to the Naval access road.

We are attaching hereto copy of a report by Mr. F. D. Eason and also one by Mr. H. G. Smith, which apparently covers the matter.

C. B. McCullough
Assistant State Highway Engineer

CBM:JM:oj
Encls.

Contract #2692

SIONERS

FIELD, Chairman
Portland

RTHUR W. SCHAUPP, Member
Klamath Falls

MERLE R. CHESSMAN, Member
Astoria

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
State Highway Engineer

C. B. McCULLOUGH
Assistant State Highway Engineer

J. M. DEVERS
Chief Counsel

H. B. GLAISYER
Secretary

February 26, 1945

Mrs. Gertrude Maki,
Route 1, Box 967,
Astoria, Oregon.

Dear Mrs. Maki:

I have your letter of the twenty-third relative to your claim against the State's contractor for damage to your property. In answer to the inquiry submitted may I say that we have not yet settled with the contractor. I am advised by our auditing department that there is still due and owing the contractor approximately $9,341.57. The contractor's surety is the Maryland Casualty Co., Hansen & Rowland, Inc., Agents, 406 Title and Trust Building, Portland, Oregon.

I am sending under separate cover an unsigned copy of the contract and bond. I do not have an executed copy available, but should you need to use the contract and bond in litigation I will see that you get a certified copy which will serve the purpose as well as an executed copy.

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. B. Glaisyer ✓

NOTED ON CARD
JED 2/27

[illegible] STATE HIGHWAY COMMISSION

[illegible]

[illegible]

SUBJECT: [illegible]

[illegible]

[illegible] State Highway Engineer

[illegible]

Dear Sir:

I hand you herewith report from Mr. [illegible] and [illegible], that he did not [illegible] property [illegible]

[illegible] property [illegible] highway right of way.

[illegible]

[illegible]

(1)

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 17, 1945

104-1050

SUBJECT: **Maki Complaint**

To:

Mr. R. G. Smith,
Construction Engineer.

Dear Sir:

With further reference to the Maki complaint concerning purported damage to their property due to the Hospital Road construction at Astoria, I wish to report as follows:

Mr. Mars states that to the best of his remembrance, he stated to Mr. Maki in the presence of Mr. Landon and his instrument man that the planned profile grade would be adjusted by lowering the grade so as not to be more than 1.5 feet above the then existing pavement grade. Mr. Landon states that he does not remember what figure Mr. Mars used, but Mr. Huntley, the instrument man, states that the 1.5 feet mentioned is correct. It was impossible to lower this grade more than that without involving complications on each side of the Maki property.

The cross-section plats show definitely that the elevation at the edge of the shoulder prior to the construction was 20.7 feet, and the edge of the shoulder on the new construction and the approach to the Maki frontage at this same station after the completion of the work was 22.15, a raise of 1.45 feet. These elevations apply at Station 88+00.

Concerning the damage to the water pipe which crossed the highway, which pipe was evidently an old installation without benefit of permit from the Highway Department, this damage, which was caused by the contractor, was repaired by the contractor and although there was probably some little delay in getting the repairs made and inconvenience to the Makis due to loss of their water service, the repairs were made as soon as possible and evidently functioned satisfactorily until sometime later when a slide from the bank again damaged the pipe. The slide was removed by the State maintenance crew and Mr. Maki made his own repairs. I understand that the water pipe is functioning now satisfactorily and there is no complaint from Mr. Maki.

The matter of the reconstruction of the sidewalk, which is covered in the option, is still an obligation of the State. The condition of Mr. Maki's frontage after he had arranged with the contractor to dump some excavation in his front yard made it impossible to do the work at [illegible] time. I have asked Mr. Mars to submit a State Force Order immediately for the reconstruction of this walk from the front entrance of the Maki house to the right of way line, and this can be taken care of just as soon as weather conditions and the settlement of the soil will permit.

The complaint regarding an open ditch through the Maki property is in error, inasmuch as the original culvert pipe, which crossed the highway and was carried in a ditch through the Maki property, has been removed and the ditch filled in and closed. A new pipe for future sewage use was placed across the highway just west of the Maki property and a drainage ditch from the adjoining cut is carried from the right of way line to the bay on this adjoining property and in no way encroaches on the Maki property. This outlet ditch does not carry sewage.

It is the plan of the property owner to connect up with the sewer pipe crossing the highway and carry this sewage in a pipe down to the bay. The surface drainage from the cut will be tapped into this sewer line by a tee connection.

It would seem to me that our only obligation in connection with the Maki settlement is to replace the walk from the house to the right of way line, which will be done as above stated under a State Force Order. I am attaching hereto a copy of Mr. Mars' report, together with a sketch map and cross-sections, Station 88+00 being the point opposite the Maki entrance-way.

Yours very truly,

[illegible],
Division Engineer.

[illegible]

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1945
FOR FILING

DA-NR 17-1

Salem, Oregon
January 29, 1945

Mr. E. G. Smith
Construction Engineer
Office

Dear Sir:

Please note the attached copy of a letter of January 23rd addressed to Mr. Devers from Gertrude Maki of Astoria, in which she complains about certain things the state has or has not done with respect to her property on the Access Road to the Naval Hospital.

Will you please have this matter investigated and furnish me with your report.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 26, 1945

To: Mr. C. B. McCullough,

Office.

SUBJECT:

Dear Sir:

Attached is a copy of a letter I received today from Mrs. Maki of Astoria in which you will note she complains about things the State has done or hasn't done with respect to her property in connection with the building of the access road to the Naval Hospital.

If what Mrs. Maki says is true, then I think we are quite delinquent in our duty and our obligations. I do not understand why a property owner should be left without water service for a period of three days or otherwise inconvenienced as she says she has been.

I am going to ask Mr. Landom to go to Astoria Monday and investigate the complaints made in connection with the acquisition of the right of way.

The option, among other things, contains these special requirements: "State to reconstruct road approach and sidewalk to right of way line, westerly side, using same kind of material for road approach as highway pavement. State to reconstruct water pipe if severed on east side."

The State paid nothing for the area acquired from these people for the right of way. It seems there is some question as to whether or not these people had originally encroached upon the right of way, but I understand that our records are such that we are not able to prove how much right of way we have. In any event, these people deeded without consideration the area called for.

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:FW
Enc.

C
O
P
Y

Route 1, Box 967
Astoria, Oregon,
January 23, 1945

J. M. Devers,
Chief Counsel,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Devers:

I wish to thank you for your attention in regards to our claim for damage done to our property during the construction of the highway to the Astoria Naval Hospital.

However, I cannot be entirely satisfied with the manner in which the State Highway Commission obtained its right of way from us.

Before we signed the option Ray Landon, representing the commission, consulted Mr. Mars at our request as to the elevation of the road in front of our property. We were all informed by Mr. Mars that the grade would not be raised more than six inches in front of the house but would be lowered at the north end of the property.

However, upon the completion of the road we find the grade in front of our property raised from two to three feet.

This undoubtedly necessitates the raising of the entire grade of property, buildings, and shrubs. At least we were advised by a contractor to raise the house two feet.

Furthermore, in the option is stated as follows:

"State to reconnect water pipe if severed on east side".

During the process of reconnection we were without water for three days. I personally gave them two new lengths of pipe to make this connection possible. However, all the old twisted pipe was straightened in the best manner possible and installed by the contractor. This installation was so inadequate that we have again been without water since last Wednesday. Improper drainage along the road does not permit us to make proper installation of water pipes.

Also in the option the state agrees to reconstruct sidewalk to right of way line. The old sidewalk would probably have been satisfactory if the grade had not been raised more than six inches. As yet, no sidewalk has been constructed.

Also when the state constructed a sewer for our neighbors, an open ditch was dug, which seems to trespass on our property at the lower end. The dirt from the ditch was thrown on what seems to be our property according to a survey by our neighbors. The water at the termination of this ditch is undermining a fill we had put in last summer on the west side of our land. Does the building code or board of health permit an open sewer of this kind?

We talked to your maintenance engineer yesterday but he agreed that we write to you.

Yours very truly,

(sgd.) Gertrude Maki

, CHAIRMAN
RTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

October 13, 1944

LA-NR 17-1

Cross Reference to
Adm
Insurance
Prop. Damage

J. A. Terteling & Sons, Inc.,
4002 Fairview Avenue,
Boise, Idaho.

Gentlemen:

A claim has been made to the State Highway Commission by Mrs. Gertrude Maki, Route 1, Box 967, Astoria, Oregon, that her property has been damaged through your activities in connection with the performance of your contract with the State, which contract is No. 2692, and involves the grading and paving of the Astoria Naval Hospital Section of the Nehalem Highway.

It is the contention of the State Highway Commission that if damage has been done to Mrs. Maki's property in connection with the performance of your contract such damage is a matter which should have your consideration.

The Highway Commission has not been advised as to the extent of the damage nor has the Highway Commission discussed any possible settlement with Mrs. Maki. Under instructions from the Highway Commission I have been directed to call this claim to your attention and request that it be given such attention as it merits.

Yours very truly,

J. M. DEVERS

JMD:FW

cc Hansen and Rowland, Inc.,
406 Title and Trust Building,
Portland 4, Oregon.

H. B. Glaisyer

NOTED
H. B. GLAISYER

Noted
[illegible] 10/14/44

REFERRED TO
[illegible]
BY SECRETARY
note claim on card

Adm
Insurance
Property Damage

Maki

Salem, Oregon
October 5, 1944

Mr. J. M. Devers
Chief Counsel
Office

Please refer to your letter of September 7th enclosing a copy of a letter from Gertrude Maki concerning certain damages to her property which she attributed to blasting operations of a highway contractor. This matter was referred to Mr. H. G. Smith and I am attaching a copy of his letter of October 3rd and also a copy of a letter from Mr. L. D. Mars, Resident Engineer on this work. You will please note that Mr. Smith recommends that the matter be referred to the contractor.

Very truly yours,

C. B. McCullough
Ass't. State Highway Engineer

JM:IK

(1)

2656 12-40

**OREGON STATE HIGHWAY COMMISSION**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
October 3rd, 1944

SUBJECT: Maki Claim on Astoria-Naval Hospital Section

To: Mr. C. B. McCullough
Asst. State Highway Engineer
Office

Dear Sir:

I am attaching report from Resident Engineer Mars concerning the cracks in the Gertrude and Arvid Maki house adjacent to the Astoria-Naval Hospital Section.

The contractor is usually covered by a bond to protect him against such claims, and I recommend that the letter be referred to the contractor.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR
Enc.

OREGON

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**OREGON STATE HIGHWAY COMMISSION**

INTER-DEPARTMENT CORRESPONDENCE

C
O
P
Y

Astoria, Oregon
September 23, 1944

SUBJECT: Alleged Damage to Maki
Property on Astoria-Naval
Hospital Section

To: Mr. F. D. Eason
Division Engineer
Salem, Oregon

Dear Sir:

The house of Gertrude and Arvid Maki is constructed on the slope of a hill between the highway and Youngs Bay. The house is parallel to and 21 feet distant from the outside edge of the old concrete-asphaltic concrete pavement and is connected to same by a 2-foot concrete sidewalk.

The presence of cracks in the plaster, as set forth in the complaint, is substantiated. As to the cause of these cracks, is a debatable question.

The majority of these cracks, which were found in the living, dining and bedrooms, are for the most part hairline. In the corner of the living room is a large crack, which might be assumed to have been caused by an unequal settlement of the two adjacent walls. These cracks may have been caused by the transfer of vibration of the contractor's equipment upon the present concrete pavement and transferred to the house foundations by the concrete walk. This fact was thought to be the cause by the complaintant, as he asked that the concrete walk be severed to lessen the transfer of vibrations to the house foundations. This I did not do, as he was responsible for the construction of this walk upon highway right of way without authority.

The fact that the house was constructed within 29 feet of the centerline of the old highway, without due regard to the rights of the public, and the fact that a 2-foot concrete walk was constructed connecting the concrete highway with the house, contributing to the cause as set forth in the complaint, so far as I can see absolves the state and the contractor of all responsibility.

Yours truly,

L. D. Mars
Resident Engineer

Afin

Insurance

Property Damage

Maki

Salem, Oregon
September 8, 1944

Mr. H. G. Smith
Construction Engineer
Department

Dear Sir:

Please note the attached copy of letter from Mr. J. M. Devers, dated September 7, to which is attached copy of letter, dated September 6, from Gertrude Maki of Astoria, concerning damages to her property, which she alleges was caused by blasting operations of one of the highway contractors operating in that district.

Please investigate and report.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:HP
Enc.

(1)

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1944

SUBJECT:

To: Mr. C. B. McCullough,

Office.

Dear Sir:

There has been handed to me today a letter written by Gertrude Maki of Astoria, a copy of which I am enclosing. I am unable to say to Mrs. Maki that the contractor is or is not liable. This question I cannot answer until I get all of the facts.

I wish you would have someone tell me whether or not any of the contractor's work is of such character as might cause the damage about which complaint is made. We have had instances where blasting operations conducted by the contractor would disturb plastered walls. I don't know that there were any blasting operations carried on by the contractor, but the letter indicates that "heavy construction machinery" may have caused the damage.

Will you please give me what information is available.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW
Enc. 3

H. [illegible]

COPY

Route 1, Box 967,
Astoria, Oregon,
September 6, 1944.

Oregon State Highway Commission,
319 State Office Building,
Salem, Oregon.

Dear Sir:

I am writing you in regards to the construction of the Nehalem Highway to the Naval Hospital.

Since heavy construction machinery has been used the plaster walls of our home have cracked badly. We can see no apparent reason except the terrific vibration.

We have taken up the matter with Mr. Mars' office and the contractor, Tertelling and Sons. The contractor seems to think the State is responsible.

Would you kindly advise us on this matter?

Yours very truly,

Gertrude Maki /s/

Original letter filed in legal department.

RECEIVED
[illegible] 15 1945
FOR FILING

DA-NR 17-1

[illegible], CHAIRMAN

[illegible] W. SCHAUPP, MEMBER
KLAMATH FALLS

MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

January 12, 1945

Mr. and Mrs. Cliff May,
Route 1, Box 988,
Astoria, Oregon.

Dear Sir and Madam:

Your letter addressed to the State Highway Commission under date of January eleventh relative to your claim against J. A. Terteling & Sons for damage which you say the contractors did to your dwelling house in connection with their contract with the State for the construction of the Navy Hospital Access Road has been handed to me for reply.

The Highway Commission, through this office, has advised the contractors and the contractors' surety of your claim, and that seems about as far as the Commission can go. You have asked in your letter as to how to proceed.

As counsel for the Commission I am not in a position to advise you. I therefore suggest that you consult your attorney for advice as to how to proceed. If you have a claim, the claim in my opinion is against the contractors and the contractors' surety. The law, however, provides that in order to hold the surety responsible or be able to recover from the surety you would have to file your claim with the Secretary of State and with the Highway Commission within six months after the completion of the job and its acceptance by the State. If you are going to institute court proceedings, it seems to me it would be advisable to not delay too long. However, you must follow the advice of your own personal attorney in this respect.

Yours very truly,

J. M. DEVERS

JMD:FW
cc H. B. Glaisyer ✓

NOTED
H. B. GLAISYER

LA-KR 17-1

Route 1, Box 988
Astoria, Oregon
December 13, 1944

NOTED

Cross Referenced to
Ab...
Insurance
Prop. Damage

#4030 J. A. Tertaling & Sons
Boise
Idaho

Re: Navy Hospital Road South from
Astoria, Oregon

Gentlemen:

During the construction of captioned highway the plaster in my dwelling was considerably damaged due to jarring caused by the heavy equipment that was used in this work.

My property is located at the south end of the fill across a portion of Youngs Bay where the heavy equipment was in operation for weeks. Then in front of and to the South of my location a considerable cut was made necessitating the maneuvering of these heavy machines almost directly in front of my dwelling.

I first called the attention of your Assistant Superintendent, Mr. Hill, to the damage that had been done and he advised me to take it up with the State of Oregon. I then wrote to the Highway Commission of the State of Oregon and they had one of their Engineers inspect the property. They have advised me that it is strictly up to the contractors to take care of such damage as the contractors are protected by insurance for just such emergencies.

Last evening I called on your local superintendent to discuss it with him and he advised me to take it up with the main office at Boise.

I respectfully request that you advise me promptly what steps will be taken to repair this damage. The property may be inspected at any time.

Very truly yours,

Cliff May
Cliff May

CC to State Hwy. Comm.
Salem, Oregon.

CM/r

RECEIVED
DEC 1 1944
OREGON
STATE HIGHWAY COMMISSION

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 6th, 1944

SUBJECT: Damage to Cliff May Residence at Astoria

To: Mr. C. B. McCullough
Asst. State Highway Engineer
Office

Dear Sir:

In regard to Record of Assignment #4030, I am attaching copies of letters from Eason and Mars concerning the damage to the residence property of Cliff May at Astoria, caused by tractors running in front of his property during the construction of the Astoria-Naval Hospital Section.

Although I am not familiar with the law, never having run across a similar claim, it seems to me it is analogous to a claim for damage by blasting and, therefore, is a matter for the contractor's bondsmen or attorneys to decide whehter there is any liability. I do not see that the Highway Department is involved in the matter.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc. 3

## RECORD OF ASSIGNMENT 4030

**DESCRIPTION:** Letter from Cliff May, Astoria, Oregon, in reference to damage to his residence, attributed to contractor's equipment near his property

**DATE:** October 20, 1944 **ASSIGNED TO:** H. G. Smith

**FOR**
(Investigation and report to this office
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
(- - - - - - - - - - - - - - - - - - - - - - - -

**REPORT RECEIVED:**

**REMARKS:**

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SION

104-1050

ff May
Astoria

Dear Sir:

This will refer to correspondence concerning the complaint of Cliff May, of Astoria, with respect to damage to his residence caused by the contractor's operations on the Naval Hospital Road Project.

I am attaching hereto a report from Mr. Mars, who examined the house and indicates that certain damage was probably caused by this construction work.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 6, 1944

104-1080

**SUBJECT:** Damage to Cliff May Residence in Astoria

To:

Mr. H. G. Smith,
Construction Engineer.

Dear Sir:

This will refer to correspondence concerning the complaint of Cliff May, of Astoria, with respect to damage to his residence caused by the contractor's operations on the Naval Hospital Road Project.

I am attaching hereto a report from Mr. Mare, who examined the house and indicates that certain damage was probably caused by this construction work.

Yours very truly,

J. D. MASON,
Division Engineer.

[illegible]

**OREGON STATE HIGHWAY COMMISSION**

**INTER-DEPARTMENT CORRESPONDENCE**

C
O
P
Y

Astoria, Oregon
October 31, 1944

**SUBJECT:** Damage to Cliff May Residence

To:

Mr. F. D. Eason
Division Engineer
Salem, Oregon

L

Dear Sir:

An investigation of the house of Clifford May shows that all plastered rooms show evidence of cracks of recent date.

Mrs. May stated that there were some small cracks in the rooms prior to the beginning of the contractors operations. Soon after the large cats and carry-alls began working in front of the house, the existing cracks opened up, and others appeared, so that at the present time these cracks are so numerous and unsightly that it will be necessary to refinish the rooms.

The vibrations caused by the heavy equipment no doubt caused the damage above mentioned.

Very truly yours,

L. D. Mars
Resident Engineer

RECEIVED

LA-NR 17-1

October 20, 1944

# 4030

Mrs. [illegible]
Route 1, Box [illegible]
[illegible], Oregon

Cross Referenced To
Adm
Insurance
Prop. Damage

Dear Sir:

Receipt is acknowledged of your letter of October 19th, advising that the plaster on your residence had cracked and you attributed this cracking to the operations of the contractors' equipment near your property.

This matter is being referred to Mr. H. G. Smith, Highway Construction Engineer, for his investigation.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:IK
cc H.G.Smith

RECEIVED

③

RECEIVED
OCT 20 1944
PERSONNEL DEPT.

Route 1 Box 988
Astoria, Oregon
October 19, 1944

State Highway Commission
Salem
Oregon

Re: Navy Hospital Road South from
Astoria. Oregon.

Gentlemen:

My dwelling is on the South end of the fill which was made across Youngs Bay in the construction and re-routing of the highway to the Navy Hospital three miles South from Astoria, Oregon.

Much heavy equipment has been used on this project and the plaster throughout my house has been badly damaged from the resultant jarring.

I respectfully request that one of your representatives make an inspection of the house and advise me what adjustment will be made.

Very truly yours,

Cliff May
Cliff May

CM/r

RECEIVED
OCT 20 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1944
FOR FILING
DA-NR 17-(1)

2692"

SIONERS
ANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

November 15, 1944

J. A. Terteling & Sons, Inc.,
Box 1406,
Boise, Idaho.

Gentlemen:

There has been some correspondence between your office and our office concerning a claim made by Gertrude Maki for damage to her dwelling at Astoria which she says was caused by your highway operations.

We have received another claim, this time by a party by the name of Cliff May, which I believe has not yet been brought to your attention. For your information I am enclosing a copy of the letter which the Department received from Mr. May, and wish that you would give this matter appropriate consideration.

Yours very truly,

J. M. DEVERS

JMD:PW
Enc.
cc R. G. Smith
H. B. Glaisyer
Hansen and Rowland, Inc.

NOTED
H. B. GLAISYER

REFERRED TO
Gutter
BY SECRETARY

Please note this claim on the card.
HBG

OTED ON CARD
JEC 11/16

C
O
P
Y

Route 1 Box 988
Astoria, Oregon
October 19, 1944

State Highway Commission
Salem, Oregon.

Re: Navy Hospital Road South from
Astoria, Oregon

Gentlemen:

My dwelling is on the South end of the fill which was made across Youngs Bay in the construction and re-routing of the highway to the Navy Hospital three miles South from Astoria, Oregon.

Much heavy equipment has been used on this project and the plaster throughout my house has been badly damaged from the resultant jarring.

I respectfully request that one of your representatives make an inspection of the house and advise me what adjustment will be made.

Very truly yours,

(sgd.) Cliff May
Cliff May

CM/r

RECEIVED
NOV 16 1944
FOR FILING

[illegible]ELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

# OREGON
# STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

DA-NR 1-7-(1)

November 13, 1944

#2692

NOTED
H B GLAISYER

J. A. Terteling & Sons, Inc.,
Box 1406,
Boise, Idaho.

Gentlemen:

Some time ago I wrote you calling your attention to the complaint filed by Gertrude Maki of Route 1, Box 967, Astoria, Oregon, claiming that damages had been done her residence property by your operations in connection with the performance of your contract with the State Highway Commission in Clatsop County.

On October sixteenth, 1944, I received a carbon copy of the letter addressed to you by Hansen & Rowland, Inc., concerning its liability for claims of the character of the Maki claim. On October seventeenth, 1944, I received a letter from you stating that you had forwarded my letter concerning the subject to your Astoria office.

The Commission has been asked again by the property owner to advise as to what is being done about the claim. Will you please advise me as to what the status of the matter is.

Yours very truly,

J. M. DEVERS

JMD:PE

cc H. G. Smith
H. B. Glaisyer
Hansen and Rowland, Inc.,
Gertrude Maki

REFERRED TO
[illegible]
BY SECRETARY

see me re this
HBG

Contract 2692

FILING

P-4R 17-1

Salem, Oregon
November 10, 1944

Mr. J. M. Devers

Please note attached correspondence in reference to damage to the residence of Cliff May at Astoria.

From the record it would appear to me that this is a type of damage against which we are protected by the contractor and his bondsmen, particularly in view of paragraph 6-21 on page 17 of our standard specifications.

I would like to get your opinion in reference to this matter so that proper reply can be made to Mr. May.

C. B. McCullough

Att.

CBM/k

RECEIVED
[illegible] 28 1945
FOR FILING

ZA-NC 17-1

June 28, 1945

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents,
406 Title & Trust Building
Portland 4, Oregon

Gentlemen:

This note is simply to inform you that the Highway Commission has released to J. A. Terteling & Sons final payment in connection with their contract No. 2692, for the grading and paving of the Astoria-Naval Hospital Section on the Nehalem Highway in Clatsop County, in the amount of $897.92.

According to my record and the information I have received from the Commission's Chief Counsel there is only one claim outstanding against this job, being the claim of Mr. and Mrs. Cliff May covering damage to wall plastering in their home. I understand that this claim will not exceed $50.00; it is also my understanding that you are making a settlement of this claim with Mr. and Mrs. May.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

[illegible] gl

**OREGON STATE HIGHWAY COMMISSION**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1945

SUBJECT: Contract No. 2692

To:

Mr. C. B. McCullough,
Office.

NOTED
H. B. GLAISYER

Dear Sir:

With respect to the J. A. Terteling & Sons contract and the claim of Mr. and Mrs. May against the contractor, may I report that some days ago I wrote the bonding company and said that in view of the fact that all claims against the contractor, so far as we know, have been settled, except the May claim, and since the May claim does not exceed fifty dollars, I would recommend to the Commission that settlement with the contractor be made in full at this time, notwithstanding the unsettled May claim.

The bonding company is still negotiating with Mr. and Mrs. May for a settlement.

I recommend and advise that the job be "finaled" and final payment made to the contractor.

Yours very truly,

J. M. DEVERS

JMD:PW

cc S. H. Probert
H. Glaisyer

final account mailed
to contractor June 27, 1945
HBGlaisyer

MISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

June 23, 1945

Hansen & Rowland, Inc.,

Tacoma, Washington.

Gentlemen:

Re: M 1093 Astoria Naval Hospital Highway
Contract - J. A. Terteling & Son, Inc.,
Claim of Mr. and Mrs. Clifford May.

Upon receipt of your letter of the twenty-first relative to the above subject and particularly with respect to the claim of Mr. and Mrs. May I inquired in our Auditing Department and found that the final voucher calls for the payment of $9,897.92, of which $9,000 has been paid and the State has been holding $897.92.

Since the Maki claim has been paid, and since the May claim is small, it occurs to me that the balance due the contractors; namely, $897.92 might as well be paid now rather than split that amount and hold a part of it until you settle the May claim. If this suggestion meets with your approval, I will be pleased to be so advised and I will then advise the Highway Commission accordingly.

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. B. Glaisyer
S. H. Probert

NOTED
H. B. GLAISYER

RECEIVED
FORM E-30 [illegible]
JUN 28 1945
FOR FILING

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

June 27, 1945

DA-NR 17-1

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

| | Vou. # | Cont. # | Est. # | Name | Am't. | Wt. # | Note |
|---|---|---|---|---|---|---|---|
| 1. | 5010 | 2692 | 8-final | J. A. Terteling & Sons, Inc. | 897.92 | 272313 | |
| 2. | | | | | | | |
| 3. | | | | | | | |
| 4. | | | | | | | |
| 5. | | | | | | | |
| 6. | | | | | | | |
| 7. | | | | | | | |
| 8. | | | | | | | |
| 9. | | | | | | | |
| 10. | | | | | | | |
| 11. | | | | | | | |
| 12. | | | | | | | |

NOTED ON CARD
6-27-45 G.L.

ACCOUNTING DIVISION

By ______________
Bookkeeping Dept.

Approved JWS
Secretary

RECEIVED
1945
FOR FILING

DA-NR 17-1

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

May 28, 1945

SUBJECT: Request for release of warrants on final estimates.

To:
Mr. H. B. Glaisyer
O-f-f-i-c-e

| | Vou. # | Cont. # | Est. # | Name | Am't. | Wt. # | Note |
|---|---|---|---|---|---|---|---|
| 1. | 5010 | 2692 | 8-Final | J. A. Terteling & Sons, Inc. | 9,000.00 | 272312 | |
| 2. | | | | | | | |
| 3. | | | | | | | |
| 4. | | | | | | | |
| 5. | | | | | | | |
| 6. | | | | | | | |
| 7. | | | | | | | |
| 8. | | | | | | | |
| 9. | | | | | | | |
| 10. | | | | | | | |
| 11. | | | | | | | |
| 12. | | | | | | | |

Mr. Glaisyer:

I have prepared this receipt form for your signature, since it appears that in all probability this $9,000 can now be released. I am holding the balance of this final payment for Terteling & Sons, until further advised by you.

I presume a letter will accompany this first installment in explanation to the contractor. Will you or Mr. Devers handle this matter or are you leaving it with Mr. Taw?

[illegible]

Warrant Mailed
MAY 31 1945
M.

ACCOUNTING DIVISION

By ______
Bookkeeping Dept.

Approved H B Glaisyer
Secretary

RECEIVED
2 [illegible] 1945
FOR FILING

DA-NR 17-1

Salem, Oregon
May 23, 1945

Mr. [illegible] Probert
Office Engineer
DEPARTMENT

Dear Mr. Probert:

This note is simply to inform you that a letter has been received from the Maryland Casualty Company consenting to the payment to J. A. Terteling & Sons the sum of $9,000.00 of the balance due this contractor who performed under contract No. 2692 covering the Astoria Naval Base Section of the Nehalem Secondary Highway, which leaves a balance of $897.92 which is to be retained until certain claims against this job have been satisfied.

The State Highway Commission approved such settlement at its meeting on May 14 as a result of the report by Mr. Devers and Mr. Baldock. Mr. Devers has passed on the surety company's letter and advises, in so far as he is concerned, it is satisfactory to pay the company $9,000.00 at this time, but we should retain the $897.92 balance until the outstanding claims have been satisfied.

Yours truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]:pv

cc - Mr. [illegible] Hawke

6M.

RECEIVED
MAY 1 1945
FOR FILING

DA-NR 17-1

April 28, 1945

J. A. Terteling & Sons
Contractors
Boise, Idaho

Gentlemen:

With reference to your letter returning semifinal estimate No. 7 on Contract No. 2692, Astoria Airport Section, under the circumstances, I am agreeable to the computation of yardage effected by the borrow at Station 172 in the manner you suggest, by using the fill areas plus fifteen per cent. I realize that you were mindful of the demands of the war emergency in pushing this job through to completion last fall. It was very well handled, and I wish to express my appreciation of the zeal with which your superintendents planned the progress of the work.

I know that Astoria was a very difficult place in which to perform work, both on account of the labor situation and on account of the aggravating material situation which had grown up concerning the quarries in that vicinity. However, I also wish to remind you that the field changes made on this job are unprecedented in the policy of the Oregon State Highway Department. No doubt they were occasioned in a zeal to expedite the work and followed the practice to which you had grown accustomed in expediting war contracts, but I wish you would remind your superintendents in the future that no deviation from the plans will be paid for which is not confirmed in writing.

In this particular instance, I do not believe that your superintendent and our engineer had reached a clear understanding of the method of paying for this borrow, and if they had reduced the agreement to writing, they would readily have seen there were various complications which they did not foresee and that the payment would vary greatly according to the interpretation placed upon the estimates of haul. However, under the circumstances, I am willing to ratify the agreement that we pay for the material actually moved based upon fill measurements plus fifteen per cent.

I am advised that you are still confused in regard to the yardage of the 3-inch base materials and that you are duplicating a block of tickets containing 625 yards. On the final estimate, Item 25, for the east unit, shows 18,815 cubic yards. A tabulation of the tickets showing this yardage was furnished your Mr. Varner. Item 61 on the estimate for the west unit calls for 1,915.5 cubic yards, which material is covered by three books of material receipts, Ticket Nos. 616,951 to 617,100, 86,251 to 86,400 and 626,251 to 626,393.

RECEIVED
20 1945
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-NR 17-1

April 18, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-NR 17(1)
Access Road to Astoria Naval Hospital.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
Division Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
APR 19 1945
OREGON
STATE HIGHWAY COMMISSION

Jon

HG4pr. 20458

**Form P. R. 2**

State Oregon

Project No. DA-[illegible] 17(1)

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of February, 1945

by and between The Oregon State Highway Commission

____________________________________________, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: and the Defense Highway Act of 1941

Whereas the Highway Department of said State submitted on the ________ day of ____________, 19___, a project statement, which was approved on the ________ day of ____________, 19___, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for [illegible] ________ [illegible] said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 19th day of June 19 44; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two hundred twenty-four thousand, three hundred and 00/100 dollars ($224,300.00) as the share of the United States payable under said act on account of [illegible] ________ [illegible] said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds made available for the construction of access roads (Include date and citation of act of legislature by which authorized) under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress). Any part of the cost of the project not so financed shall be made available in the following manner: Chap. 175, laws 1917; [illegible] Chap. 31, laws 1920; Chap. 529, laws 1939.

(State how placed under direct control of Highway Department)

## ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 5+30 at the east line of 7th Street in Astoria, and survey station 169+00 near the Astoria Naval Hospital in the SE¼, Section 28, T. 8 N., R. 9 W., W.M., (excepting therefrom that portion between survey stations 159+05.5 and 164+00

, length 3.306 miles, in Clatsop County, being [illegible] an Oregon Defense Access project No. DA-NH 17(1), consisting of 3.306 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible]

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. ~~Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.~~

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress).

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ ______ ~~of~~ said project shall not in any event exceed the sum of two hundred twenty-four thousand, three hundred and 00/100 dollars ($224,300.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred sixty-nine thousand, one hundred sixty-four and 90/100 dollars ($269,164.90), the approved total estimated cost of ~~Section~~ ______ ~~of~~ said project.

## PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Form

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of MAR 23 1945 ______, 19___

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By Arthur W. Schaupp
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

RECOMMENDED FOR APPROVAL:

ASST. STATE HIGHWAY ENGINEER

Attest

SECRETARY

FEDERAL WORKS ADMINISTRATOR,

By W J O'Leary
*Acting Commissioner of Public Roads.*

U. S. GOVERNMENT PRINTING OFFICE 16—11279

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)*

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-[illegible]-17(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 269,164.90 as the total estimated cost of said project, and the sum of $ 224,300.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and MAR 23 1945

Federal Works Administrator,

By Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

Form E-1—5M—6-43

DA-NR 17-1

OREGON STATE HIGHWAY COMMISSION

## FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 7, 1945, 19

Section Astoria Naval Hospital

Kind of work Grading and Paving

Highway Nehalem

Section prefix 104-1050

Contractor J.A.Terteling & Sons

Contract number 2692

Date of contract July 12, 1944, 19

Date of completion , 19

Date work started July 24, 1944, 19

Estimated date of completion , 19

Amount of contract . . . . . . . $297,728.40

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . . . . $315,901.24

Per cent of contract completed, based on total contract price . . . . . . . . . . . 100 %

Engineering cost to date, $ 17,000.00, 95 %

Date project was completed Jan. 6, 1945, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monday, Tuesday, and Wednesday spent on setting right of way markers on Astoria-Naval Hospital Section; Thursday, Friday, and Saturday spent on forming an estimate of cost of Clatskanie - Mist Section revision.

NOTED
E A PEASE

RECEIVED
APR 11 1945
OFFICE OF
ENGINEER

APR 11 1945

Signed L. D. Mars

Address Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  |  |  |
| Total estimated quantities |  |  |  |  |  |
| Estimated quantities moved or placed to date |  |  |  |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Percentages of men employed on contract to be secured from:

.................................... County, ......%; ................................ County, ......%; ................................ County, ......%; ................................ County, ......%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels ..........., Power graders ..........., Rollers ..........., Mixers ..........., Crushing or screening plants ...........

Compressors ..........., Bulldozers ..........., Sheep-foot rollers ..........., . . . . . . ..........., . . . . . . ..........., . . . . . . ...........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday |  |  |  |
| Monday |  |  |  |
| Tuesday |  |  |  |
| Wednesday |  |  |  |
| Thursday |  |  |  |
| Friday |  |  |  |
| Saturday |  |  |  |

STATE PRINTING DEPT.

DA-NR 17-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FOR FILING

April 6, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-NR 17(1), Astoria-Naval Hospital Access Road, was made by a representative of this office on January 16, 1945.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
Division Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
APR 7 1945
OREGON
STATE HIGHWAY COMMISSION

drn

RECEIVED
APR 3 1945
FOR FILING

DA-NK 17-1

April 3, 1945

Hansen & Rowland, Inc., Agents,
Maryland Casualty Company,
406 Title & Trust Bldg.,
Portland 4, Oregon.

Gentlemen:

You are hereby notified that state highway contract No. 2692 for work on the Astoria-Naval Hospital Section of the Nehalem Highway, in Clatsop County, has been completed by the contractor, J. A. Terteling & Sons, Inc., and that final payment in the amount of $9,041.33 will be made on or after April 13, 1945.

warrant to be held until surety co. clears the claims. advice of [illegible] 4/3/45 H.G.S.

There are claims filed against this project, of which you have been previously notified, as follows:

Claim of Gertrude Maki, Rte. 1, Box 967, Astoria, damage to property, Sep. 6, 1944. No amount stated.
Claim of Cliff May, Rte. 1, Box 988, Astoria, covering damage to plaster walls of his home, Oct. 19, 1944. No amount stated.
Claim of Mr. & Mrs. E. L. Smith, Rte. 1, Box 310, Astoria. Highway Commission requested to have damage to their property appraised.

For your information we wish to advise that the total contract amount is $311,085.38, of which amount $1,476.18 represents the amount of force account items. This contract was completed on January 6, 1945, and accepted by the Commission on January 22, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

BY

Secretary

HBG/gl

NOTED ON CARD
4-3-45 J.F.

RECEIVED
APR 3 - 1945
FOR FILING

BA-NR 17-1

March 29, 1945

Parker-Schram Company
General Contractors
Couch Building
Portland 4, Oregon

Gentlemen:

Reference is made to our letter to you of March 9, 1945, concerning the asphaltic paving quantities in connection with your subcontract on the Astoria-Naval Hospital Project, Contract No. 2692.

This is to advise you that the final check has been made and that no change has been made in the quantities as listed in the above mentioned letter.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

RECEIVED
MAR 13 1945
FOR FILING

DA-NR 17-1

March 9, 1945

Parker-Schram Company
General Contractors
Couch Building
Portland 4, Oregon

Gentlemen:

Reference is made to your letter of March 8, concerning your subcontract for the asphaltic concrete paving in connection with the Astoria-Naval Hospital Project, Contract No. 2692.

The final check has not yet been completed on this contract so the quantities listed below are subject to change.

| | | Semifinal | |
|---|---|---|---|
| | | Quantity | Amount |
| **East Unit:** | | | |
| Item 30 | Class "B" Asphaltic Concrete, Tons | 11,395.823 | $81,480.13 |
| Item 31 | Furnishing and Placing Emulsified Asphalt in Seal Coat, Tons | 38.33 | 1,724.85 |
| Item 32 | Furnishing and Placing Fine Aggregate in Seal Coat, Tons | 169.888 | 764.50 |
| **West Unit:** | | | |
| Item 72 | Class "B" Asphaltic Concrete, Tons | 1,685.924 | 12,644.43 |
| Item 73 | Furnishing and Placing Emulsified Asphalt in Seal Coat, Tons | None | - - |
| Item 74 | Furnishing and Placing Fine Aggregate in Seal Coat, Tons | None | - - |

We will advise you if any changes are made in the above quantities when the final check has been completed.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

RECEIVED
[illegible]
FOR FILING

DA-NR 17 (1)

February 23, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith two copies of project agreement for the Astoria-Naval Hospital Section, Project No. DA-NR 17 (1).

In accord with the request contained in your letter of February 15, 1945, we are, likewise, enclosing three copies of right of way statement.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

JWN:GS

Encl.

## ASTORIA-NAVAL HOSPITAL SECTION

## PROJECT NO. DA-NR 17 (1)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

July 12, 1944

RECEIVED

FOR FILING

DA-NR 17 (1)

February 23, 1945

Mr. W. M. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith two copies of project agreement for the Astoria-Naval Hospital Section, Project No. DA-NR 17 (1).

In accord with the request contained in your letter of February 15, 1945, we are, likewise, enclosing three copies of right of way statement.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

JWN:GS

Encl.

DA-NR 17-1

February 21, 1945

Hanson & Rowland, Inc., Agents,
Maryland Casualty Company,
406 Title & Trust Bldg.,
Portland 4, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. A. Terteling & Sons, Inc., on Contract No. 2692, covering work on the Astoria-Naval Hospital Section of the Nehalem Highway in Clatsop County. This payment, in the amount of $9,446.07, will be made on or after March 3, 1945. The retained percentage is $9,341.57.

There are claims filed against this project by the following, of which you have been previously notified:

Gertrude Maki, Route 1, Box 967, Astoria
Cliff May, Route 1, Box 988, Astoria
Mr. and Mrs. E. L. Smith, Route 1, Box 310, Astoria.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jeo

NOTED ON CARD
2/21/46 jlc

RECEIVED

FOR FILING

February 20, 1945

Mr. W. E. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith two copies of project agreement for the Astoria-Naval Hospital Section, Project No. DA-WR 17 (1). In accord with the request contained in your letter of February 15, 1945, we are, likewise, enclosing three copies of right of way statement.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

February 15, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon Access Road Project DA-NR 17(1), Astoria-Naval Hospital Section of the Nehalem Highway. Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

We do not find in our files a clear right of way certificate supplementing the conditional statement of June 30, 1944, submitted with the P.S.& E. Will you please send us customary copies of this certificate, prepared, if in accordance with the facts, to show you had the right of way at the date of award, July 12, 1944.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Senior Highway Engineer

Encls.

RECEIVED
FEB 16 1945
OREGON
STATE HIGHWAY COMMISSION

Jkn

RECEIVED
MAR 1 - 1945
FOR FILING

DA-NR 17 (1)

February 6, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Astoria-Naval Hospital Section, Project No. DA-NR 17 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-WR 17 (1)

## ASTORIA-NAVAL HOSPITAL SECTION

## OF THE [illegible] HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 5, 1945

| | | | |
|---|---|---|---|
| All Required | Lands, Rights of Way, Easements, Etc. | | $ 4,000.00 |

### CONSTRUCTION

Inside City of Astoria (Sta. 40+70 to 67+30)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (30%) | | $ 1,170.00 |
| 1,600 | sq. yds. | Removal of Pavement | $ .60 | 960.00 |
| 150 | cu. yds. | Structural Excavation, Unclassified | 2.00 | 300.00 |
| 20 | cu. yds. | Trench Excavation, Unclassified | 3.00 | 60.00 |
| 47,000 | cu. yds. | General Excavation, Unclassified | .35 | 16,450.00 |
| 1,400 | lin. ft. | Rounding Cutbanks | .10 | 140.00 |
| 1.18 | miles | Finishing Roadbed and Slopes | 350.00 | 413.00 |
| 700 | sq. yds. | Mortar-bound Slope Paving | 1.65 | 1,155.00 |
| 500 | lin. ft. | 8" Sewer Pipe | 1.95 | 975.00 |
| 270 | lin. ft. | 12" Concrete Pipe | 1.85 | 499.50 |
| 90 | lin. ft. | 48" Concrete Pipe | 16.00 | 1,440.00 |
| 120 | lin. ft. | Extra for Installing Pipes Under Pavement | 1.30 | 156.00 |
| 70 | lin. ft. | Salvaging Culvert Pipe | .65 | 45.50 |
| 2,500 | cu. yds. | 3" - 0" Rock in Base | 2.30 | 5,750.00 |
| 1,400 | cu. yds. | 1½" - 0" Rock in Leveling Course | 2.50 | 3,500.00 |
| 500 | cu. yds. | 3/4" - 0" Rock in Shoulders | 2.75 | 1,375.00 |
| 70 | M-gals. | Sprinkling | 3.50 | 245.00 |
| 100 | cu. yds. | Salvaging Surfacing Materials | 1.20 | 120.00 |
| 2,700 | tons | Class "B" Asphaltic Concrete | 7.15 | 19,305.00 |
| 12 | tons | Furnishing and Placing Emuls. Asphalt in Seal Coat | 45.00 | 540.00 |
| 52 | tons | Furnishing and Placing Fine Aggregate in Seal Coat | 4.50 | 234.00 |
| | | | Subtotal | $54,433.00 |
| | | | 10% Engr. & Cont. | 5,443.30 |
| | | | Total | $59,876.30 |

| | |
|---|---|
| Length | 1.174 miles |
| Cost per mile | $ 51,001.95 |

**Outside City** (**Sta. 67+30 to 189+00**)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (70%) | | $ 2,730.00 |
| 4,450 | sq. yds. | Removal of Pavement | $ .60 | 2,670.00 |
| 620 | cu. yds. | Structural Excavation, Unclassified | 2.00 | 1,240.00 |
| 180 | cu. yds. | Trench Excavation, Unclassified | 3.00 | 540.00 |
| 88,000 | cu. yds. | General Excavation, Unclassified | .35 | 30,800.00 |
| 349,700 | yd. sta. | Short Overhaul | .02 | 6,994.00 |
| 20,000 | C-yd.sta. | Long Overhaul | .30 | 6,000.00 |
| 4,100 | lin. ft. | Rounding Cutbanks | .10 | 410.00 |
| 2.21 | miles | Finishing Roadbed and Slopes | 350.00 | 773.50 |
| 1,300 | sq. yds. | Mortar-bound Slope Paving | 1.65 | 2,145.00 |
| 220 | lin. ft. | 8" Concrete Drain Pipe | 1.00 | 220.00 |
| 130 | lin. ft. | 4" Sewer Pipe | .60 | 78.00 |
| 630 | lin. ft. | 12" Concrete Pipe | 1.85 | 1,165.50 |
| 600 | lin. ft. | 18" Concrete Pipe | 3.65 | 2,190.00 |
| 160 | lin. ft. | 24" Concrete Pipe | 5.30 | 848.00 |
| 90 | lin. ft. | 48" Concrete Pipe | 16.00 | 1,440.00 |
| 12 | lin. ft. | 60" Concrete Pipe | 35.00 | 420.00 |
| 60 | lin. ft. | Salvaging Culvert Pipe | .65 | 39.00 |
| 30 | cu. yds. | Rock or Gravel Backfill in Drains | 5.00 | 150.00 |
| 36 | cu. yds. | Class "A" Concrete in Stock Pass | 45.00 | 1,620.00 |
| 4,800 | lbs. | Metal Reinforcement | .09 | 432.00 |
| 13,000 | cu. yds. | 3" - 0" Rock in Base | 2.30 | 29,900.00 |
| 6,600 | cu. yds. | 1½" - 0" Rock in Leveling Course | 2.50 | 16,500.00 |
| 2,400 | cu. yds. | 3/4" - 0" Rock in Shoulders | 2.75 | 6,600.00 |
| 330 | M-gals. | Sprinkling | 3.50 | 1,155.00 |
| 1,200 | cu. yds. | Salvaging Surfacing Materials | 1.20 | 1,440.00 |
| 9,300 | tons | Class "B" Asphaltic Concrete | 7.15 | 66,495.00 |
| 22 | tons | Furnishing and Placing Emuls. Asphalt in Seal Coat | 45.00 | 990.00 |
| 98 | tons | Furnishing and Placing Fine Aggregate in Seal Coat | 4.50 | 441.00 |
| 2 | M-FBM | Lumber and Timber | 100.00 | 200.00 |
| | | | Subtotal | $186,626.00 |
| | | | 10% Engr. & Cont. | 18,662.60 |
| | | | Total | $205,288.60 |

| | |
|---|---|
| Length of Roadway | 2.212 miles |
| Length of Bridge (Exception) | .093 mile |
| Total Length | 2.304 miles |
| Cost per mile, Roadway | $ 92,806.78 |

## SUMMARY OF FUNDS REQUESTED

| Item | Total Cost | Access Road Funds | State Funds |
|---|---|---|---|
| Lands, Rights of Way, Easements, Etc. | $ 4,000.00 | $ 3,333.00 | $ 667.00 |
| Construction: | | | |
| Inside City | 59,876.30 | 49,896.00 | 9,980.30 |
| Outside City | 205,288.60 | 171,071.00 | 34,217.60 |
| | $269,164.90 | $224,300.00 | $44,864.90 |

State Funds for Construction: Chap. 175, laws 1927; Chap. 31, laws 1930;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

## ASTORIA-NAVAL HOSPITAL SECTION

## PROJECT NO. DA-NR 17 (1)

While negotiations for rights of way are in progress, four parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be fully acquired within thirteen days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

June 30, 1944

PR 46

**Astoria-Naval Hospital Section**

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) July 18, 1944 State Oregon

Completion Date (Est.) Nov. 30, 1944 Project No. DA-WR 17 (1)

Estimated Total Cost Roadway $ 271,675.60 Length: Miles

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 310 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 10,000 |
| 3 | Bituminous mat. | Gal. | 176,000 | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | 5.5 | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | | | | | |

Oregon State Highway Department

Federal Access Road
Project No. DA-NR 17 (1)

## ASTORIA-NAVAL HOSPITAL SECTION
## OF THE [illegible] HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for proposed agreement.)

Salem, Oregon, June 30, 1944

| | | | |
|---|---|---|---|
| All Required | Lands, Rights of Way, Easements, Etc. | | $ 50,000.00 |

## CONSTRUCTION

**Inside City of Astoria (Sta. 5+30 to 67+30)**

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (30%) | | $ 3,000.00 |
| 1,600 | sq. yds. | Removal of Pavement | $ .50 | 800.00 |
| 150 | cu. yds. | Structural Excavation, Unclassified | 2.00 | 300.00 |
| 20 | cu. yds. | Trench Excavation, Unclassified | 2.00 | 40.00 |
| 47,000 | cu. yds. | General Excavation, Unclassified | .40 | 18,800.00 |
| 1,400 | lin. ft. | Rounding Cutbanks | .10 | 140.00 |
| 1.18 | miles | Finishing Roadbed and Slopes | 300.00 | 354.00 |
| 700 | sq. yds. | Mortar-bound Slope Paving | 3.00 | 2,100.00 |
| 500 | lin. ft. | 8" Sewer Pipe | 1.00 | 500.00 |
| 270 | lin. ft. | 12" Concrete Pipe | 2.00 | 540.00 |
| 90 | lin. ft. | 48" Concrete Pipe | 12.00 | 1,080.00 |
| 120 | lin. ft. | Extra for Installing Pipes Under Pavement | 1.00 | 120.00 |
| 70 | lin. ft. | Salvaging Culvert Pipe | 1.00 | 70.00 |
| 2,500 | cu. yds. | 3" - 0" Rock in Base | 2.50 | 6,250.00 |
| 1,400 | cu. yds. | 1½" - 0" Rock in Leveling Course | 3.00 | 4,200.00 |
| 500 | cu. yds. | 3/4" - 0" Rock in Shoulders | 3.00 | 1,500.00 |
| 70 | M-gals. | Sprinkling | 3.00 | 210.00 |
| 100 | cu. yds. | Salvaging Surfacing Materials | 1.50 | 150.00 |
| 2,700 | tons | Class "B" Asphaltic Concrete | 6.00 | 16,200.00 |
| 12 | tons | Furnishing and Placing Emuls. Asphalt in Seal Coat | 40.00 | 480.00 |
| 52 | tons | Furnishing and Placing Fine Aggregate in Seal Coat | 4.00 | 208.00 |
| | | | Subtotal | $ 57,042.00 |
| | | | 10% Engr. & Cont. | 5,704.20 |
| | | | Total | $ 62,746.20 |

Length 1.174 miles
Cost per mile $ 53,446.50

Outside City (Sta. 67+30 to 189+00)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (60%) | | $ 6,000.00 |
| 4,450 | sq. yds. | Removal of Pavement | $ .50 | 2,225.00 |
| 620 | cu. yds. | Structural Excavation, Unclassified | 2.00 | 1,240.00 |
| 180 | cu. yds. | Trench Excavation, Unclassified | 2.00 | 360.00 |
| 88,000 | cu. yds. | General Excavation, Unclassified | .40 | 35,200.00 |
| 349,700 | yd. stas. | Short Overhaul | .01 | 3,497.00 |
| 20,000 | C-yd. stas. | Long Overhaul | .50 | 10,000.00 |
| 4,100 | lin. ft. | Rounding Cutbanks | .10 | 410.00 |
| 2.21 | miles | Finishing Roadbed and Slopes | 300.00 | 663.00 |
| 1,300 | sq. yds. | Mortar-bound Slope Paving | 3.00 | 3,900.00 |
| 270 | lin. ft. | 8" Concrete Drain Pipe | 1.00 | 270.00 |
| 130 | lin. ft. | 4" Sewer Pipe | .50 | 65.00 |
| 630 | lin. ft. | 12" Concrete Pipe | 2.00 | 1,260.00 |
| 600 | lin. ft. | 18" Concrete Pipe | 3.00 | 1,800.00 |
| 160 | lin. ft. | 24" Concrete Pipe | 4.00 | 640.00 |
| 90 | lin. ft. | 48" Concrete Pipe | 12.00 | 1,080.00 |
| 12 | lin. ft. | 60" Concrete Pipe | 20.00 | 240.00 |
| 60 | lin. ft. | Salvaging Culvert Pipe | 1.00 | 60.00 |
| 30 | cu. yds. | Rock or Gravel Backfill in Drains | 3.00 | 90.00 |
| 36 | cu. yds. | Class "A" Concrete in Stock Pass | 30.00 | 1,080.00 |
| 4,800 | lbs. | Metal Reinforcement | .08 | 384.00 |
| 13,000 | cu. yds. | 3" - 0" Rock in Base | 2.50 | 32,500.00 |
| 6,600 | cu. yds. | 1¼" - 0" Rock in Leveling Course | 3.00 | 19,800.00 |
| 2,400 | cu. yds. | 3/4" - 0" Rock in Shoulders | 3.00 | 7,200.00 |
| 330 | M-gals. | Sprinkling | 3.00 | 990.00 |
| 1,200 | cu. yds. | Salvaging Surfacing Materials | 1.50 | 1,800.00 |
| 9,300 | tons | Class "B" Asphaltic Concrete | 6.00 | 55,800.00 |
| 22 | tons | Furnishing and Placing Asphalt in Seal Coat | 40.00 | 880.00 |
| 98 | tons | Furnishing and Placing Fine Aggregate in Seal Coat | 4.00 | 392.00 |
| 2 | M-FBM | Lumber and Timber | 80.00 | 160.00 |
| | | Subtotal | | $189,936.00 |
| | | 10% Engr. & Cont. | | 18,993.60 |
| | | Total | | $208,929.60 |

| | |
|---|---|
| Length of Roadway | 2.212 miles |
| Length of Bridge (Exception) | .093 mile |
| Total Length | 2.304 miles |
| Cost per mile, Roadway | $94,452.80 |

Summary of Funds:

| | |
|---|---|
| Lands, Rights of Way, Easements, Etc. | $ 50,000.00 |
| Construction: | |
| Inside City of Astoria | 62,746.20 |
| Outside City | 208,929.60 |
| | $321,675.80 |

RECEIVED
FOR FILING

DA-NR 17-1

January 26, 1945

J. A. Terteling & Sons, Inc.
4021 Fairview Ave.
Boise, Idaho

Gentlemen:

The State Highway Commission, at its meeting on January 22, 1945, granted you the extension of time requested from November 30, 1944, to January 6, 1945, without penalty in connection with Contract No. 2692 for construction of the Astoria-Naval Hospital Section of the Nehalem Secondary Highway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By Secretary

RMR
CC: Mr. F. D. Mason
Division Engineer

File

FORM 2-128X

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
JAN 20 1945
FOR FILING

DA - NR 17-1

January 15, 1945

Parker-Schram Company
General Constructors
Couch Building
Portland 4, Oregon

Gentlemen:

Pursuant to your request in letter of January 5, 1945, we are listing below a statement of quantities allowed in progress estimate on the Astoria-Naval Hospital Project, for the periods ending November 15 and December 15, 1944:

| | Estimates Nov. 15 | Estimates Dec. 15 | Total |
|---|---|---|---|
| **East Unit:** | | | |
| Item 30. Class "B" Asphaltic Concrete, Tons | 3,442.76 | 4,985.92 | 8,428.68 |
| Item 31. Furnishing and Placing Emuls. Asphalt in Seal Coat, Tons | - - | - - | - - |
| Item 32. Furnishing and Placing Fine Aggregate in Seal Coat, Tons | - - | - - | - - |
| **West Unit:** | | | |
| Item 72. Class "B" Asphaltic Concrete, Tons | 910.00 | 879.42 | 1,789.42 |
| Item 73. Furnishing and Placing Emuls. Asphalt in Seal Coat, Tons | - - | - - | - - |
| Item 74. Furnishing and Placing Fine Aggregate in Seal Coat, Tons | - - | - - | - - |

A statement of the final quantities for the above-mentioned project will be mailed to you as soon as the final check has been made.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

RECEIVED
JAN 17 1945
FOR FILING

DA-NR-17-1

January 15th, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

I am resubmitting and enclosing herewith my letter of December 15th, 1944, in regard to the extension of time for J. A. Terteling & Sons on Contract No. 2692, Astoria-Naval Hospital Section, Oregon DA-NR 17(1), with the suggestion that you cancel your letter of December 18th, 1944, and forward one extending the time to January 6th, 1945.

Very truly yours,

R. H. Baldock
State Highway Commission

B
Enc.

cc to: H. G. Smith

January 15th, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time for J. A. Terteling & Sons on their contract #2692, the Astoria-Naval Hospital Section, DA-HR 17(1), from November 30th, 1944, to January 6th, 1945.

The delay in completion was due primarily to the failure of the sub-contractors, Parker-Schram, to get sufficient material through their plant during the fall weather. The material was so wet it required an unusual amount of drying, so that a plant of 1,000-ton capacity only produced a few hundred tons a day.

Also, a slide broke loose after the grading was entirely finished. In view of the occurrence of this slide, it was to everyone's advantage that the paving was not finished before it occurred.

Very truly yours,

R. H. Baldock
State Highway Engineer

R

cc to: H. G. Smith

RECEIVED
JAN 12 1945
FOR FILING

DA-NR 17-1

Salem, Oregon
January 9, 1945

Mr. J. M. Devers
Chief Counsel
Office

Cross Referenced To
Adm
Insurance
Prop. Damage

Dear Sir:

We are attaching hereto a copy of a letter from H. G. Smith, referring to certain damages claimed by Mr. and Mrs. E. L. Smith of Astoria. Mr. Smith's letter is selfexplanatory.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:IK

Janua[illegible]8, 1945

im:

Will you please get the original correspondence and refer it to Mr. Devers with the request that he have someone in the Right of Way Department make an investigation and report.

C. B. McCullough

---

1

IGHWAY COMMISSION

NT CORRESPONDENCE

, Oregon

6th, 1945

BJECT: Damage to E. L. Smith Property on Astoria-Naval Hospital Section

Dear Sir:

In regard to the letter from Mr. and Mrs. E. L. Smith of Route 1, Box 310, Astoria, requesting that someone be sent down to investigate the damage done to their property by the construction of the Astoria-Naval Hospital Section of the Nehalem Highway.

I find that the Smiths feel that their property has been damaged by reason of the change of intersection of the City Park Road with the Nehalem Highway. This intersection was lowered about three feet, but it is hard to visualize any particular damage.

It might be well for the right of way department to investigate and report.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

FORM E-50 10M 8-44

①

**OREGON STATE HIGHWAY COMMISSION**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
January 6th, 1945

**SUBJECT:** Damage to E. L. Smith Property on Astoria-Naval Hospital Section

**To:** Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

In regard to the letter from Mr. and Mrs. E. L. Smith of Route 1, Box 310, Astoria, requesting that someone be sent down to investigate the damage done to their property by the construction of the Astoria-Naval Hospital Section of the Nehalem Highway.

I find that the Smiths feel that their property has been damaged by reason of the change of intersection of the City Park Road with the Nehalem Highway. This intersection was lowered about three feet, but it is hard to visualize any particular damage.

It might be well for the right of way department to investigate and report.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
[illegible] 1944
FOR FILING

DA-NR 17-1

December 26, 1944

Cross Referenced to
Adm.
~~Insurance~~
Prop. Damage

NOTED
H. B. GLAISYER

Mr. and ~~Mrs.~~ E. L. Smith,
Route ~~1~~, Box 310,
Astoria, Oregon.

Dear Sir and Madam:

Your letter addressed to the Oregon State Highway Commission under date of December thirteenth, in which you ask that someone be sent from the Highway Department to estimate the damages done to your property by the contractor who holds a contract with the State for the construction of the Astoria-Naval Hospital Section of the Nehalem Highway has been handed to me for attention.

The bond which the Commission required in connection with the contract obligates the contractor to make good any damage done to private property in connection with the performance of the contract. Therefore your claim is one which should be presented to the contractors. There are several similar claims.

I am mailing a copy of this letter to the contractors. For your information the name and address of the contractor is J. A. Terteling & Sons, Inc., Box 1406, Boise, Idaho, and Hansen and Rowland, Inc., agents for the Maryland Casualty Company surety on the contract, have offices in the Title and Trust Building, Portland, Oregon.

I am sorry that I cannot be of more help to you, but I would suggest that you take the matter up with both the contractor and the contractor's surety.

Yours very truly,

J. M. DEVERS

JMD:PW

cc J. A. Terteling & Sons, Inc.

H. B. Glaisyer

REFERRED TO
Jutta
BY SECRETARY

note this claim on the card – also state thereon that Mr. Devers has the correspondence.
see me HBG

[illegible] ON CARD Contract # 2692
[illegible] 12/27

FORM E-103X 8M 12-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
1944
FOR FILING

December 22, 1944

DA-NR 17(1)

File

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is Order for Extra Work No. 4, covering the moving of pump and pump house on the Astoria-Naval Hospital Project, DA-NR 17(1).

This installation is at the toe of fill just outside the right of way, and slides from fill have blocked the intake and may cause future damage to building and pump. As these slides are encroaching on the owner's property, it will be necessary to obtain an easement covering the encroachment area. The owner says he will give an easement providing his pump and pump house are moved to a new location.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

FORM E-123X 6M 12-40

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
1944
FOR FILING

December 22, 1944

DA-NR 17(1)

File

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is Order for Extra Work No. 5, covering the repair of tide gate at end of 60-inch culvert on the Astoria-Naval Hospital Project, DA-NR 17 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

RECEIVED
1944
FOR FILING

State Highway Dept., Rm. 319, State Office Bldg.

| CLASS OF SERVICE DESIRED | | | |
|---|---|---|---|
| DOMESTIC | | CABLE | |
| TELEGRAM | | ORDINARY | |
| DAY LETTER | ✓ | URGENT RATE | |
| SERIAL | | DEFERRED | |
| OVERNIGHT TELEGRAM | | NIGHT LETTER | |
| SPECIAL SERVICE | | SHIP RADIOGRAM | |

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

# COPY OF WESTERN UNION TELEGRAM

Salem, Oregon, December 22, 1944

COLLECT MESSAGE

J. A. TERTELING & SONS, INC.,
4011 FAIRVIEW AVE.,
BOISE, IDAHO

RETEL DATE VOUCHER FOR $73,528.80 NOVEMBER 15 ESTIMATE NOW WITH SECRETARY OF STATE. WARRANT WILL PROBABLY BE ISSUED IN WEEK OR TEN DAYS. DECEMBER 15 ESTIMATE NOW BEING CHECKED. WARRANT PROBABLY READY TO MAIL IN THREE WEEKS.

H. B. GLAISYER, SECRETARY
OREGON STATE HIGHWAY COMMISSION

Confirmation
Auditor (5001-900)
Files ✓

J. A. TERTELING & SONS, INC.

N. L. TERTELING

RECEIVED
DEC 26 1944
OREGON
STATE HIGHWAY COMMISSION

2692 15TH

2692 15 15.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

7

RECEIVED
DEC 26 1944
FOR FILING

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

BY DIRECT WIRE FROM

# WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1223

| SYMBOLS |
|---|
| DL = Day Letter |
| NL = Night Letter |
| LC = Deferred Cable |
| NLT = Cable Night Letter |
| Ship Radiogram |

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

TE2 DEC 22

OREGON STATE HIGHWAY
SALEM OREGON

RE OUR CONTRACT 2692 WHY CAN'T NOVEMBER 15TH AND DECEMBER 15TH ESTIMATES BE PAID.

ADVISE.

J. A. TERTELING & SONS, INC.

N. L. TERTELING

RECEIVED
DEC 26 1944
OREGON
STATE HIGHWAY COMMISSION

2692 15TH

November 20th –

2692 15 15.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

**CLASS OF SERVICE**

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

# WESTERN UNION

1201

(05)

**SYMBOLS**

DL=Day Letter

NT=Overnight Telegram

LC=Deferred Cable

NLT=Cable Night Letter

Ship Radiogram

A. N. WILLIAMS, PRESIDENT — NEWCOMB CARLTON, CHAIRMAN OF THE BOARD — J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PR213 15=WUX BOISE IDA 22 153P

1933 DEC 22 PM 1 07

OREGON STATE HIGHWAY=
SALEM ORG=

14

RE OUR CONTRACT 2692 WHY CANT NOEMBER 15TH AND DECEMBER 15TH ESTIMATES BE PAID. ADVISE=

J A TERTELING AND SONS INC N L TERTELING.

...ber 4 Acct 15th
20th — 73,528.80

2692 15 15.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
[illegible] 1944
FOR FILING

SA-NS 17-1

December 15th, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time for J. A. Terteling & Sons on their Contract No. 2692, the Astoria-Naval Hospital Section, SA-NS 17(1), from November 30th, 1944 to December 31st, 1944.

The delay in completion was due primarily to the failure of the sub-contractors, Parker-Schram, to get sufficient material through their plant during the fall weather. The material was so wet it required an unusual amount of drying, so that a plant of 1,000-ton capacity only produced a few hundred tons a day.

Also, a slide broke loose after the grading was entirely finished. In view of the occurrence of this slide, it was to everyone's advantage that the paving was not finished before it occurred.

Very truly yours,

R. H. Baldock
State Highway Engineer

B

cc to: H. G. Smith

RECEIVED
NOV 15 1944
FOR FILING

DA-NR 17-1

## OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Ore.
Nov. 14, 1944.

SUBJECT: Request of A. A. Anderson

To: Mr. C. B. McCullough,
Asst. State Highway Engineer,
Office.

Dear Sir:

With reference to your letter of November 13th, pertaining to the request of Mr. A. A. Anderson, Administrator of the estate of Anna Hobson, that we desist from turning water into drainage channel on the Hobson property in Astoria.

We wish to advise that the right of way department have secured an option on this property and that it was to be referred to the commission for approval of purchase at their meeting today.

Yours very truly,

H. G. SMITH,
Construction Engineer.

By Edwin A Pease

Edwin A. Pease,
Construction Office Engineer.

EAP/H

NOV 14 1944
FOR FILING
LA-NR 17-1

OREGON STATE HIGHWAY COMMISSION

Salem, Oregon
November 13, 1944

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Please refer to your letter of October 25th, transmitting to this office a letter from Mr. F. D. Enson, concerning the request of A. A. Anderson, administrator of the estate of Anna Hobson, that we desist from turning water into the drainage channel leading to the Hobson property west of Fifth Street and south of Olney Avenue in Astoria. This matter was referred to Mr. Devers who discussed same with Mr. Baldock, and it has now been suggested that the Department will try and purchase part of the Hobson property. Will you please contact the Right of Way Department and furnish a description of the property which will be necessary.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:IK

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 4, 1944

SUBJECT:

To: Mr. C. B. McCullough,

Office.

Dear Sir:

There has been under discussion the claim of A. A. Anderson, as Administrator of the Estate of Anna Hobson concerning damage which the property owners claim they have sustained and are sustaining by reason of some drainage facilities installed by the Highway Commission in connection with the highway at Astoria.

Mr. Baldock was in the office yesterday morning and suggested that we try to purchase a part of the Hobson property. Will you please see that at an early date I get a description of the property wanted and I will then have Mr. Landon contact the owners and see if an option can be gotten.

Yours very truly,

J.M.D.
J. M. DEVERS

JMD:PW

Jim:
Ask Eason to
come in and bring
a Map some day when
Devers is in the office
so we can explain it
to him
Mc

GHWAY COMMISSION
CORRESPONDENCE
gon
1944
ECT:

Dear Mr. McCullough:

I have read the carbon copy of Mr. Eason's letter to Mr. Smith dated October twenty-third and the carbon copy of Mr. Smith's letter to Mr. Baldock dated October twenty-fifth relative to the Anderson complaint concerning the Hobson property at Astoria, which letters were sent to this office by you under date of October thirty-first.

Mr. Landon has had some contact with the complainant but reached no agreement. I understand he will make further contact.

I am satisfied, however, that the State cannot arbitrarily collect drainage water and discharge it in a natural drainage channel if by so doing a greater volume of water is sent through the channel than would normally pass.

After Mr. Landon has made further investigation and reported to me I will give this subject further consideration.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW

25M 8-43

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1944

SUBJECT:

To: Mr. C. B. McCullough,

Office.

Dear Mr. McCullough:

I have read the carbon copy of Mr. Eason's letter to Mr. Smith dated October twenty-third and the carbon copy of Mr. Smith's letter to Mr. Baldock dated October twenty-fifth relative to the Anderson complaint concerning the Hobson property at Astoria, which letters were sent to this office by you under date of October thirty-first.

Mr. Landon has had some contact with the complainant but reached no agreement. I understand he will make further contact.

I am satisfied, however, that the State cannot arbitrarily collect drainage water and discharge it in a natural drainage channel if by so doing a greater volume of water is sent through the channel than would normally pass.

After Mr. Landon has made further investigation and reported to me I will give this subject further consideration.

Yours very truly,

JM Devers

J. M. DEVERS

JMD:PW

1944 D

FOR FILING

DA-NR 12 (1)

Salem, Oregon
October 31, 1944

Hobson Complaint - Astoria

Mr. J. M. Devers
Chief Counsel
Office

Attention: Mr. DeSouza

Dear Sir:

We are handing you herewith copies of letters from H. G. Smith and F. D. Mason with reference to the complaint of A. A. Andersen, administrator of the estate of Anna Hobson, concerning the matter of turning water into the drainage channel across the Hobson property south of Olney Avenue in Astoria. It would appear that the letters are self-explanitory, however, if you desire further information, please advise.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:IK

25M 12-43

**OREGON STATE HIGHWAY COMMISSION**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25th, 1944

SUBJECT: Hobson Complaint - Astoria

To:
Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

I hand you herewith letter from Mr. Eason concerning the request of A. A. Anderson, administrator of the estate of Anna Hobson, that we desist from turning water into the drainage channel across the Hobson property immediately west of Fifth Street and south of Olney Avenue in Astoria.

We are following our customary practice in this regard, of emptying the water into recognized drainage channels, and I do not feel that we are in any way required to install a storm sewer at this spot.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR
Enc.

REFERRED TO
C B McCullough
By Chief Engineer

Please handle this

[illegible]

-88 20M 12-43

(7)

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 23, 1944

SUBJECT:

To:

Mr. H. G. Smith,
Construction Engineer.

Dear Sir:

With reference to the complaint of A. A. Anderson, of Astoria, concerning a drainage culvert being placed on 5th Street on the new Astoria-Naval Base construction which he says is directed across the property of his client, Joseph Hobson, I wish to advise as follows:

You will note on sheet "B" of the plans there is to be constructed two catch basins on 5th Street near the intersection of 5th and Olney Avenue, with the installation of an 18-inch pipe carrying across the highway and terminating on the highway property. The natural outlet for this drainage is through a natural drainageway across the property claimed to be owned by Joseph Hobson, and thence through an 18-inch culvert across the main Oregon Coast Highway on the curve extending from the bridge to Olney Avenue north. The outlet of this 18-inch culvert continues in a natural drainage down to the bay.

I do not know what our legal rights are in this situation but if the plans are changed and it becomes necessary to carry the drainage down 5th Street and thence across the Oregon Coast Highway in an existing pipe, it will increase our costs about $700.00.

I heard about this complaint prior to Mr. Anderson's letter to Mr. Baldock and asked our right of way department to contact the owner for a drainage easement across this property and the other property west of the Oregon Coast Highway if it develops we have no legal right to use the natural drainage, as I thought the easement could be purchased much cheaper than the additional installation down 5th Street. I believe Mr. DeSouza has looked at the situation and is considering the matter of our rights. He will probably be prepared to advise in this respect.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM

ECEIVED
OCT 23 1944
FOR FILING

DA-NR 17-(1)

October 20, 1944

Mr. A. A. Anderson
Anderson & Anderson
Spexarth Building
Astoria, Oregon

Dear Sir:

An immediate investigation will be made of the circumstances outlined in your letter of October 18, after which you will be advised.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI

cc Mr. H. G. Smith

ANDERSON & ANDERSON
ATTORNEYS-AT-LAW
SPEXARTH BLDG. :: TELEPHONE 471
ASTORIA, OREGON

Oct. 18, 1944.

Oregon State Highway Commission,
Salem, Oregon.

Attention: H. B. Baldock, state engineer.

Gentlemen:-

I am the administrator of the estate of Anna Hobson, deceased, and among the properties of the estate is a triangular piece of land situated between the two state highways which connect at the north end of the highway bridge running across Youngs River, the two highways forming a Y. The property is immediately west of 5th Street and south of Olney Avenue, Astoria, Oregon; on the northeast corner of the block is a 100 ft. X 100 ft. parcel belong to Joseph Hobson.

Cont. #2692

It appears that J. A. Terteling & Co. have contracted to dig, among other things, a ditch across 5th Street running northeasterly and southwesterly and ending immediately south of the 100 ft. X 100 ft. tract owned by Joseph Hobson. The contractor has 13 lengths of large concrete pipe which he intends to lay in the ditch, the open end being on the property line between 5th Street and the Anna Hobson estate property.

This drain pipe will cause all the water to run on the Anna Hobson property and when the rains come the property will become a lake or swamp. It seems the contractor figures on letting the water run into said estate property and has as far as can be seen made no provision for draining the water off the property.

It is rather strange that a man can lay a drain pipe running into another's land and let all the water and sewage run into the other's land.

Instead of letting the water empty into the Anna Hobson land, it seems to me that the pipe should be continued south along the line between 5th Street and the Anna Hobson property and thus have the water emptied into Young's River.

Mr. Brewer Bille, City Manager of Astoria, knows the situation and advised me to write you and protest against the action of the contractor, and that you would surely see that private property is protected from being made into a reservoir for water and sewage being dumped into it.

I most respectfully request you to take proper action in this matter before the damage is done and see that the contractor will not be allowed to end the drain pipe on the Anna Hobson property.

Yours very truly,

A. A. Anderson.
Administrator of the Estate of Anna Hobson, deceased.

RECEIVED
OCT 20 1944
OREGON
STATE HIGHWAY COMMISSION

FORM E-125X 6M 12-40

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
NOV 6 - 1944
FOR FILING

DA-NR 17-1

November 4, 1944

File

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland (8), Oregon

Dear Sir:

Herewith, for your consideration and approval, is Order for Extra Work No. 3, covering the moving and connecting up of private water lines on the Astoria-Naval Hospital Project, DA-NR 17 (1).

These lines were running under the roadway and were in the way of excavation, necessitating removal and replacement.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

RECEIVED
NOV 16 1944
FOR FILING

DA-NR 17-1

October 25, 1944

J. A. Terteling & Sons, Inc.,
General Contractors,
4011 Fairview Avenue,
Boise, Idaho.

Attn: N. L. Terteling, President

Gentlemen:

Reference is made to the power-of-attorney granted by you to Mr. E. C. Hill, to bind your company in connection with estimates, contracts, change orders, rental agreements, vouchers, etc., necessary or incidental to the performance of your Contract No. 2692 for paving and grading the Astoria-Naval Hospital Access Road.

It is noted that you have described the project as Contract No. 2592, whereas the correct contract number is 2692. Kindly authorise me to make this change in the Highway Commission's copy of this document. I would suggest that you also make the change in copies that you have retained.

Your early reply will be appreciated.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG/jee

FORM D-123X 8M 8 43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

October 2, 1944

LA-NR 17-1

NOTED
H. B. GLAISYER

J. A. Terteling & Sons, Inc.
P. O. Box 1428
Boise, Idaho

Attention: G. M. Arbuckle

Gentlemen:

We have received back our estimate voucher for $45,855.26 covering estimate #2 on contract #2692. You accompanied it with a letter dated September 30, requesting that the check be mailed to you at the address given at the head of this letter, instead of mailing it to Astoria as was done in the case of last month's estimate.

On August 23, you wrote to us requesting that progress estimates be mailed in care of M. R. H. Ross, Astoria, Oregon, and as you stated that Mr. Ross had power of attorney to sign papers including payment vouchers (which we take to mean warrants), we had considered such Astoria address as your official address on this job. In writing of the present estimate voucher to your Boise address was, therefore, in error to begin with.

In view of your present letter, however, we are changing back your mailing address on this job to P. O. Box 1428, Boise, Idaho, and in case you desire either estimate voucher or the warrants in payment thereof mailed elsewhere than Boise, please advise stating definitely just which papers are to be mailed to which address.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Carl F. Smith
Carl F. Smith
Accounting Division

CFS:MB
cc: W. C. Tow
H. B. Glaisyer ✓

RECEIVED
AUG [illegible] 1944

ADDRESS REPLY
TO OFFICE NOT
TO INDIVIDUALS

**J. A. TERTELING & SONS, INC.**
CONTRACTORS
HOME OFFICE: BOISE, IDAHO

DA-NR 17-1

August 23, 1944

Oregon State Highway Commission
319 State Office Building
Salem, Oregon

Gentlemen:

RE: Estimate No. 1 – Contract No. 2692

We are transmitting herewith executed estimate under the above contract for period covering July 24 to August 15, 1944 with earnings in amount of $22,239.20.

In the future will you please send the progress estimates to our job office at Astoria, Oregon. Our superintendent there, Mr R. H. Ross has been given power-of-attorney to sign estimates, change-orders, payment vouchers or similar documents pretaining to this Contract #2692.

Very truly yours

J. A. TERTELING & SONS, INC

J W Terteling

J. W. Terteling, Vice Pres.

cc – R. H. Ross
Astoria, Oregon

NOTED
H. R. GLAISYER

noted
aarz

AUG 26 1944

AUG 25 '44
[illegible] SMI[illegible]

[illegible]

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
AUG 15 1944

August 15, 1944

File

DA-NR 17-1

Mr. E. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is order for extra work No. 1, covering moving existing fences and building new fences as called for in right of way option agreements on the Astoria-Naval Hospital Project, DA-NR 17(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

RECEIVED
[illegible] 1944
FOR FILING

DA-NR 17-1

August 1, 1944

Cont. 2692

Mr. Brewer A. Billie,
City Manager,
City of Astoria,
Astoria, Oregon.

Cross Referenced To
Maint
Traffic Sfty.
Sidewalks

Dear Sir:

I have been advised that you have requested a change in our plans on the Olney Street interchange work to provide a sidewalk along the frontage of the Housing Project between Hanover Street and Third Street.

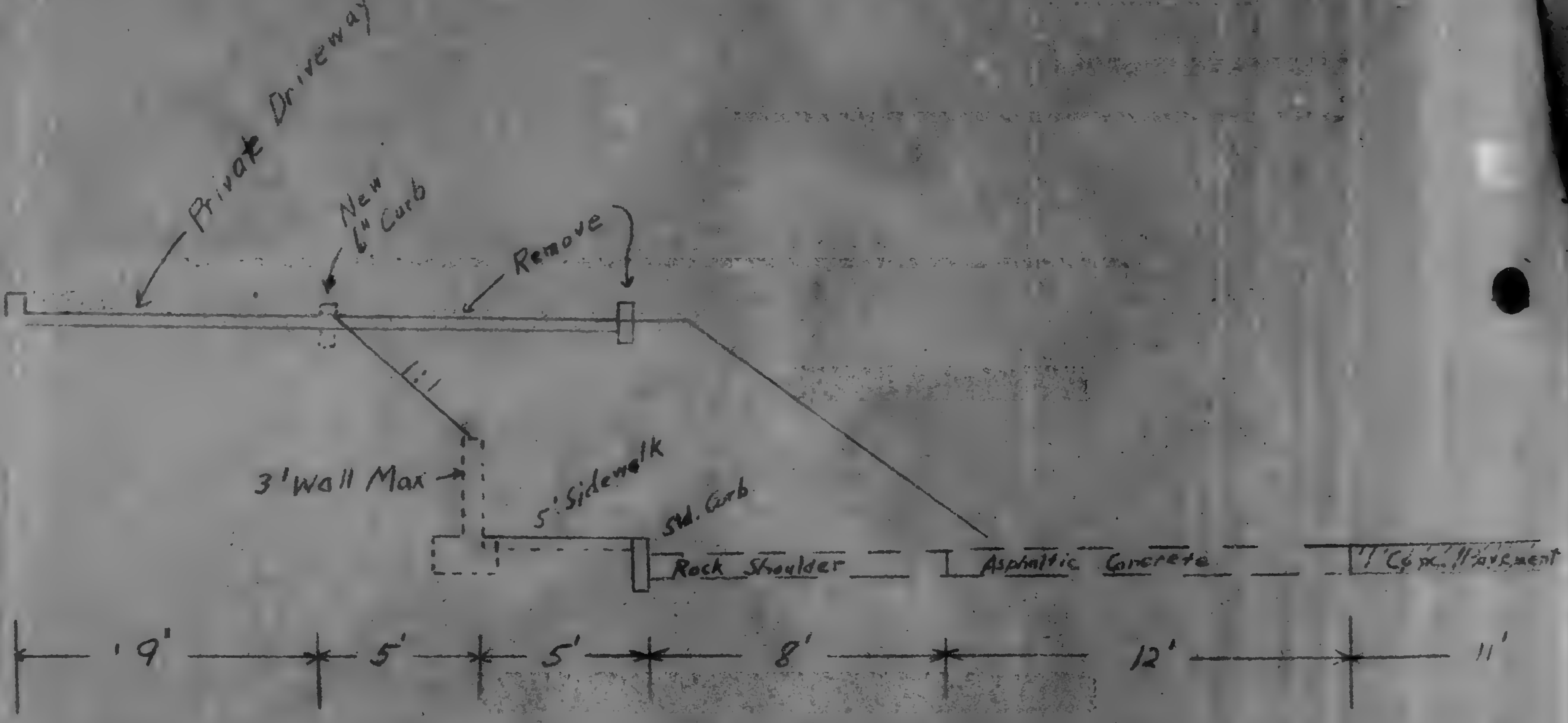
It appears that the Housing Project recently completed constructed a paved access road along the northerly side of Olney Street, 18 feet wide between curbs and at a different elevation from the street grade. There was no existing sidewalk along this side of the street and the access road improvement on Olney Street was evidently approved by the City and no new sidewalk was constructed at that time.

When the State prepared its plan for the improvement of this interchange, including the section along the frontage of this Housing Project, it took the conditions as existed, which in order to get the desired width of the highway roadway necessitated the construction of a wall at the bottom of the slope supporting the access roadway above the street grade.

Since no sidewalk now exists along this frontage and since the City did not deem it necessary to provide one in the improvement made by the Housing Authority, I can not see that the State has any obligation to construct a new sidewalk and, in fact, I am sure the Federal Bureau would object to any change in the plans. I suggest that if the City deems it necessary to have a sidewalk along this frontage that they arrange to use a portion of the access roadway for that purpose. This could be done by placing an additional curb within the 18-foot roadway to provide a 5-foot walk.

Yours very truly,

State Highway Engineer.



Sta 78+00

Proposed Improvement
Sta 77+00 to 80+00
Astoria - Naval Hospital
Nehalem Highway

DA-NR-11-1

RECEIVED
AUG [illegible] - 1944
[illegible]

August 1, 1944

J. A. Terteling & Sons, Inc.
4002 Fairview [redacted]
Boise, Idaho

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2692 which was awarded to you on July 12, 1944 by the State Highway Commission, covering grading and paving on the Astoria-Naval Hospital Section of the Nehalem Highway in Clatsop County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

FORM E-1282 6M 7-40

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

FOR FILING

July 29, 1944

DA-NR 17(1)

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland (8), Oregon

Dear Sir:

J. A. Terteling & Sons, contractors on the Astoria Naval Hospital Access Road Project, DA-NR 17(1), have requested that they be permitted to subcontract paving construction in the amount of $95,000 to the Parker-Schram Company of Portland, Oregon.

We believe that it will be to the advantage of the State and the Federal Government to permit this subcontracting of the paving work, and we would like to do so. However, the work to be subcontracted amounts to about 38 per cent of the total amount of the contract, and there is, in the Federal Provisions included in the contract, a provision limiting to 20 per cent the amount that may be subcontracted without the contractor having given notice, in his proposal, of his intention to subcontract. Unfortunately, his proposal included no such notice of intention.

The Parker-Schram Company is a reliable and otherwise fully qualified contracting organization. It has a paving plant and other paving equipment available much nearer the work than does the main contractor and therefore should be able to perform the paving portion of contract more expeditiously than the main contractor.

In view of the situation described, we would appreciate your taking action which will lead to a waiver, or a relaxing, by the PRA, of the 20 per cent limitation referred to, in its application to Project DA-NR 17(1), and to the granting to us authority to approve the subcontracting of paving work as proposed.

Very truly yours,

R. H. Baldock
State Highway Engineer

| CLASS OF SERVICE DESIRED | | | |
|---|---|---|---|
| DOMESTIC | | CABLE | |
| TELEGRAM | X | ORDINARY | |
| DAY LETTER | | URGENT RATE | |
| SERIAL | | DEFERRED | |
| OVERNIGHT TELEGRAM | | NIGHT LETTER | |
| SPECIAL SERVICE | | SHIP RADIOGRAM | |

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

RECEIVED
JUL 31 1944
FOR FILING

# COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON
JULY 26, 1944

NOTED
State Highway Engineer

R. H. BALDOCK
WILLARD HOTEL
KLAMATH FALLS, OREGON

TERTELLING REQUESTS APPROVAL SUBCONTRACT PAVING ASTORIA-NAVAL HOSPITAL ROAD TO PARKER-SCHRAM FOR $95,000. AS THIS EXCEEDS TWENTY PER CENT FEDERAL LIMITATION SUGGEST YOU DISCUSS MATTER WITH COMMISSION AND LYNCH.

S. H. PROBERT

M

RECEIVED
JUL 27 1944
FOR FILING

DA-NR 17-1

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

July 24, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Attention: Mr. Tom Davis

Dear Sir:

Herewith are three signed copies of a resolution relative to encroachments and traffic for Project No. DA-NR 17 (1), the Astoria Naval Hospital Section of the Nehalem Secondary Highway.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Staff Engineer

OC:ms
Encl.

Tom

RECEIVED
JUL 1 1944
FOR FILING

M

FORM E-100X 6M 7-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
JUL 2 1944
FOR FILING

July 20, 1944

DA-NR 17-1

File

War Manpower Commission
United States Employment Service
597 Duane Street
Astoria, Oregon

Gentlemen:

Reference is made to your file WMW and Mr. Emory R. Worth's letter of July 19, requesting that a copy of J. A. Terteling & Son's contract on the Astoria-Naval Hospital Section of the Nehalem Highway, Federal Access Road Project No. DA-NR 17 (1), be sent to your office.

We are mailing, under separate cover, one copy of the above mentioned contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Emory R. Worth
War Manpower Commission
United States Employment Service
300 Central Building
Portland 5, Oregon

RECEIVED
JUL 1 1944
FOR FILING

FA-NE-17-1

July 18, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. J. M. Devers

Dear Sir:

Receipt is acknowledged of your letter of July 17 relative to rights of way on Oregon DA-NR 17(1), the Access Road to the Astoria Naval Hospital.

On all projects involving Federal funds, either cooperative or 100% Federal, and when the State Highway Department is to handle the construction work, either by contract or State forces, the Public Roads Administration has (if the State laws permit) required the State Highway Department to procure the necessary rights of way. You are therefore hereby requested to procure the necessary rights of way for the above mentioned project.

In this connection, this project is cooperative in that the State Highway Commission are participating to the extent of one-sixth (1/6) of the cost, including right of way.

Very truly yours,

W. H. LYNCH
District Engineer

NOTED
State Highway Engineer

By:

L. J. Caufield
Senior Highway Engineer

RECEIVED
JUL 19 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 14 1944
FOR FILING

SA-NR 17 (1)

July 13, 1944

J. A. Terteling & Sons, Inc.
4002 Fairview Avenue
Boise, Idaho

Gentlemen:

We are sending you today by express four copies of contract No. 2692, which was awarded to you by the State Highway Commission on July 12, 1944, covering 3.86 miles of grading and paving on the Astoria-Naval Hospital Section of the Nehalem Secondary Highway in Clatsop County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15 of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

mh

RECEIVED

DA-NR 17 (1)

July 13, 1944

J. A. Terteling & Sons
Boise, Idaho

Gentlemen:

The State Highway Commission on July 12, 1944, awarded you the contract for grading and paving on the Astoria-Naval Hospital Section of the Nehalem Secondary Highway, in Clatsop County. This award was based on your low bid of $297,778.40, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

mh
cc: S. H. Probert
G. S. Paxson

M

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

DA-NR 17-1

July 12, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Access Road Project DA-NR 17(1), Astoria-Naval Hospital Section of the Nehalem Secondary Highway, to J. A. Terteling & Sons, Boise, Idaho, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
JUL 13 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 2[illegible] 1944
FOR FILING

DA NR 17(1)

June 29, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. for Oregon DA-NR 17(1), the Astoria-Naval Hospital Section of the Nehalem Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be deferred pending certification that all rights of way or right of entry has been obtained. Also adequate funds will necessarily have to be provided before our concurrence in award.

Encroachment resolution from the City of Astoria should be obtained and submitted with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREGON

FOR FILING

Baldock

DA-NR-17-1

June 29, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of June 29 authorizing advertising of Oregon DA-NR 17(1), the Access Road to the Astoria Naval Hospital.

In the cut, Stations 128+50 to 142 there is approximately 50,000 cu. yds. of excavation. It seems that the grades on each side could be steepened to 6% and the vertical curve shortened somewhat in order to eliminate a part of this yardage and still provide a facility adequate for an access road of this character. This would probably also involve the changing of the alignment to more closely follow the present road between Stations 164 and 179 in order to decrease the large fill between Stations 171 and 180. This can be accomplished by using maximum grades and 10° curves as agreed upon. Our recommendation for approval is subject to further study and possible savings at these sections.

Federal funds to the amount of $250,000 have been provided, which with the $50,000 set up by the State, should be adequate for this mileage. It is noted the estimate is $321,675.80. Unless the State will provide additional funds above the $300,000 State and Federal funds now provided, it may be necessary to make some of the revisions mentioned above.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JUL 5 - 1944

RECEIVED
JUL 3 1944
OREGON
STATE HIGHWAY COMMISSION

Copy to H. G. Smith

M

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREGON

[illegible] FOR FILING

DA-NR 17(1)

June 29, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. for Oregon DA-NR 17(1), the Astoria-Naval Hospital Section of the Nehalem Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be deferred pending certification that all rights of way or right of entry has been obtained. Also adequate funds will necessarily have to be provided before our concurrence in award.

Encroachment resolution from the City of Astoria should be obtained and submitted with the project agreement estimate.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JUL 3 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 6 1944
FOR FILING
Const
Projects
Access Roads

June 5, 1944

Mr. F. Tom Humphrey, Representative
Portland-Vancouver Area
Committee for Congested Production Areas
220 Federal Court House
Portland 5, Oregon

Dear Mr. Humphrey:

The project referred to in your letter of June 1, as "reconstruction 3.7 miles bituminous concrete, estimated cost $228,000," must be the Astoria Naval Hospital Access Road Project in Clatsop County.

With reference to that project, we quote as follows from a letter received on June 3 from the Public Roads Administration.

> "We are today in receipt of wire advice that this project has been approved by the War Production Board and that certificate for priority assistance will be issued shortly. Authority to advertise this project for bids will be made upon our receipt and approval of satisfactory P. S. & E. (plans, specifications and estimate) documents."

We take this quoted statement to indicate that the project is now completely cleared and that no further federal approvals are required. We, therefore, wonder if the request for recommendation, which has come to you from your Washington Office, has not been issued by mistake.

If you find that action by the Committee which you represent must be taken before construction may proceed, we will gladly submit detailed description and justification for the project; otherwise such submission appears unnecessary. It might be helpful in clarifying this situation if you would communicate with Mr. Lynch or one of his assistants; Mr. Davis, Mr. Canfield or Mr. Sargent, in the Portland District Office of the PRA.

We thank you for your friendliness to our program and we assure you that it is our desire to conform fully with the requirements and wishes of your Committee.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc to W. H. Lynch

Production Urgency Committee

EXECUTIVE OFFICE OF THE

COM AREAS

PORTLAN ATIVE
22
Port

OREGON
COM

June 1, 1944

R. H. Baldock
Oregon State Highway Engineer
Salem, Oregon

Dear Sir:

Our Washington office has requested us to make recommendation of your application submitted to WPB on May 22, 1944, serial #129-051. This project is described as "reconstruction 3.7 miles, bituminous concrete pavement, 22' wide, 5" thick"; estimated cost $228,000.

Will you kindly write this office giving us a more detailed description and justification. Apparently it is one of the units of E.99. However, under the new scheme, each section of E.99 must be submitted to WPB, upon its own individual merit.

The action of APUC in the Seattle area seems to have created a general revision into separate projects. We are desirous of assisting your program, and therefore a prompt reply will expedite our action here.

Sincerely,

Tom Humphrey

F. TOM HUMPHREY
Area Representative

Program reply

RECEIVED
JUN 2 1944
OREGON
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS AD
FEDERAL WORKS AGENCY
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
1944
FOR FILING

DA-NR-17

May 17, 1944

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We have been advised that the Astoria Naval Hospital access road, Oregon Project DA-NR-17 has been certified by the Secretary of Navy and approved by the Commissioner. Access funds in the amount of $250,000.00 have been reserved with the expectation that the state contribute $50,000.00, or one sixth of the cost if the total cost is under $300,000.00.

You are, accordingly, advised that we are prepared to authorize advertisement upon the availability of satisfactory P.S. and E. and right of entry with respect to any rights of way not acquired.

Very truly yours,

W. H. LYNCH
District Engineer
By:

L J Caufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
MAY 20 1944
OREGON
STATE HIGHWAY COMMISSION

Copy sent to Probst

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

POST OFFICE BUILDING
PORTLAND 8, OREGON

RECEIVED
MAY 12 1944
FOR FILING

Const
Projects
Access Roads

[illegible] 10, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

We are today in receipt of Form GA-862 indicating approval by the Portland Area Production Urgency Committee of the construction of Oregon project DA-WR 17, Access Road to the Astoria Naval Hospital.

The Committee's approval contains the following restrictive clause:

> "That all hiring by contractors on this project shall be done through the local United States Employment Service offices in order that proper controls can be set up to insure that no workers will be recruited from lumbering, agriculture, or other construction or production jobs which have a higher priority rating. It will be necessary that this provision be included in the terms of the contract by the Oregon State Highway Commission."

It will, accordingly, be necessary to include a provision in the contract requiring the contractor's compliance with this provision. We presume the following clause customarily inserted by your department in the special provisions will be satisfactory:

> "Employment Agency:
> The employment lists from which the labor for this project is to be selected will be prepared by the United States Employment Service at ___________."

Very truly yours,

W. H. LYNCH
District Engineer

By: L J Caufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
MAY 11 1944
OREGON
STATE HIGHWAY COMMISSION

Copy sent to Mr. Probst.

FORM E-180X 6M 7-43

REC[illegible]VED
APR 27 1944
PORTLAND

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Const
Projects
Access Roads

April 21, 1944

Mr. E. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to inform you that the Highway Commission has reconsidered its action with reference to State participation in the cost of the proposed Astoria Naval Hospital Access Road Project, and that it now agrees to participate to the extent of one-sixth of the total cost.

Very truly yours,

R. H. Baldock
State Highway Engineer

RECEIVED
APR 8 1944
FOR FILING

Const
Projects
Access Roads

April 7, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In response to your communication of April 3, regarding estimate of cost for the access road from Astoria to the Naval Hospital, advise that I cannot consent to scaling down the estimate below my best judgment as to its cost. Mr. H. G. Smith advises that this matter had been discussed with both Mr. Davis and Mr. Sargent, and it was his opinion that they knew the estimate was based upon a 22-foot pavement with 5-foot shoulders, 6% maximum grade and 10° maximum curve. It is very difficult to prepare a reconnaissance estimate based upon using a certain amount of the old pavement. We plan to use as much of the old pavement as possible. That cannot be determined until a detailed survey is made. The survey is now being made at state expense in order not to delay the project.

It is my judgment that the work should be started soon in order to insure the completion of the job this summer. In consequence, I recommended to the Highway Commission that we start the survey at once.

It is my opinion that the state funds offered are more liberal than required under the federal act. The Commission has offered to provide the right of way and do the preliminary engineering, estimated to cost between $50,000 and $55,000.

You speak of the connection between Astoria and the Wolf Creek Highway. The local people and the County Court are quite insistent that the Lewis and Clark route be used as the entrance to Astoria instead of the Nehalem Highway. I have never had opportunity to make comparative estimates and the Commission has never passed upon the matter. It is my opinion that the Highway Commission will not advance any additional funds.

Pursuant to my phone conversation with you this morning, I will make an inspection of the project on the evening of April 10 and the morning of April 11. I plan to be in Astoria at four o'clock. I would like, if possible, to meet a representative of your office on the ground to discuss details of the location with him.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HT
cc Mr. H. G. Smith

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

April 3, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of March 25, 1944, submitting an estimate for reconstruction of the Nehalem Highway from Astoria to serve as an access road to the Naval hospital now under construction. You subsequently advised us by telephone that the State would cooperate in the project to the extent of financing the right of way and preliminary engineering charges.

In the first place, the estimate appears to us to be excessive for improvement to secondary standards of only 3.7 miles, particularly if the existing pavement is utilized to the fullest extent on those sections where alignment is not a problem. It is requested that you recheck your preliminary figures on the basis of the following standards: (1) Width: 22' Bituminous concrete pavement with 5' crushed rock shoulders, (2) Grades: Maximum 6%, (3) Curvature: Maximum 10°, (4) On sections where existing curvature is satisfactory, the existing pavement is to be widened and retreaded only, disregarding slight irregularities in grade and minor substandard drainage deficiencies. We realize that rapid reconnaissance estimates of this sort are not always too accurate, but feel that the lump sum total originally furnished us probably intends higher standards than those listed above. The high percentage of right of way costs in particular would probably dictate a restudy with a view to utilizing the existing right of way and moving fewer houses.

After you have reviewed the estimate in line with the above discussion, it is also requested that you give further consideration to the matter of State cooperation. This particular section of road is on the Federal Aid Secondary Highway System and eventually will probably be more important in serving civilian traffic destined to the Wolf Creek Highway than in the service provided the Navy. Under these conditions we believe that the State of Oregon should not expect Federal financing on any different basis than the statutory Federal Aid Secondary ratio, even though section 6 funds are proposed.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

REFERRED TO H. C. Smith
By Chief Engineer

RECEIVED
APR 5 1944
OREGON
STATE HIGHWAY COMMISSION

Copy sent to J.M. Probst

RECEIVED
APR 4 1944
FOR FILING

Const
Projects
Access Road

April 4, 1944

Oregon State Highway Meeting

Mr. S. H. Probert
Office Engineer
OFFICE

Dear Sir:

This is to advise that the State Highway Commission at their last meeting gave consideration to the matter of the Astoria Access Road to the Naval Hospital.

They authorized $5,000.00 for a survey and offered to purchase right of way at estimated cost of $50,000.00.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JMcP
cc - H. G. Smith

RECEIVED
MAR 27 1944
FOR FILING

Const
Projects
Access Roads

March 25, 1944

Mr. W. W. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

I am submitting herewith an approximate estimate of the cost to reconstruct the Nehalem Highway, ORE202, from Astoria through the Naval Hospital grounds about 3.7 miles east of the intersection of ORE202 and US101. This estimate is based upon a 22-foot bituminous concrete pavement with 3-foot crushed rock shoulders.

An additional two days have been devoted to a reconnaissance study by the construction and right of way departments, and it is felt that this is the best estimate that can be obtained prior to a survey. The right of way situation is complicated with the old county right of way more or less indefinite and with houses built on both sides of the right of way at critical points.

In general, this is one of those reconstruction projects where preliminary estimate, even though very carefully made, might have a large percentage of error.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

### Approximate Cost to Reconstruct Highway No. 202
### from Astoria to Naval Hospital

| | | |
|---|---|---|
| Grading (Including Clearing) | 150,000 Cu. Yd. at $0.50 | $75,000 |
| Paving, Asphaltic Concrete | 10,000 Ton " 8.00 | 80,000 |
| Base Rock, 3" - 0" | 20,000 Cu. Yd. " 2.50 | 50,000 |
| Leveling Course, 3/4" - 0" | 5,000 " " " 3.50 | 17,500 |
| Rip Rap | 8,600 " " " 3.00 | 25,800 |
| 18" Culvert | 900 Lin. Ft. " 3.00 | 2,700 |
| 24" " | 200 " " " 4.00 | 800 |
| Tide Box | | 500 |
| | | $252,300 |
| +10% Engineering and Contingencies | | 25,200 |
| Total Construction Cost | | $277,500 |
| Right of Way | | $50,000 |
| Preliminary Engineering | 3.7 Miles at $1,200 | $4,440 |
| GRAND TOTAL . . . . . . . . . . . . . . . . . . . . | | $331,940 |

Const
Projects
Access Roads

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[illegible]
[illegible]
[illegible] — Called
Chessman and he said
he would consult with
Navy officials before end of
week.

RE[illegible]D
MAR 2 1 1944
FOR FILING

NOTED
State Highway Engineer

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ESTERN
NION

1201

SYMBOLS
DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

GTON DC 11

1944 MAR 12 AM 5 05

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NOTED
State Highway Engineer

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1944
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SUBMIT ACCESS ROAD DATA TO HIM RE
L. ADVISE PAXSON ROADWAY WIDTH
E OF ABUTMENT IS TWO FEET BACK OF
RAIN PORTLAND WEDNESDAY MORNING=

cta

S SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

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icated by a suitable
symbol above or pre-
ceding the address.

# WESTERN UNION

1201

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRQ6 NL COLLECT=WASHINGTON DC 11

S H PROBERT=

MAR 12 AM 5 05

STATE HIGHWAY DEPT

NOTED
State Highway Engineer

RECEIVED
MAR 21 1944
FOR FILING

CONFER WITH LYNCH AND SUBMIT ACCESS ROAD DATA TO HIM RE ASTORIA NAVAL HOSPITAL. ADVISE PAXSON ROADWAY WIDTH APPROVED PROVIDED FACE OF ABUTMENT IS TWO FEET BACK OF CURB. HAVE CAR MEET TRAIN PORTLAND WEDNESDAY MORNING=

R H BALDOCK.

cta

ABUTMENT.

ILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

9-1-7-13

## APPROXIMATE COST TO RECONSTRUCT HIGHWAY #202 FROM ASTORIA TO THE NAVAL HOSPITAL

Proposed Width - 22-Foot Pavement with 10-Foot Shoulders
184 Stations = 3.5 Miles

| | | | | |
|---|---|---|---|---|
| Grading | 100,000 cu. yds. | at $0.60 | | $60,000 |
| Paving (5") | 10,000 tons | " 8.00 | | 80,000 |
| Rip Rap | 2,000 " | " 3.00 | | 6,000 |
| Rock (Base & Shoulders) | 60 sta. | " 700.00 | = $42,000 | |
| (15") | 124 " | " 420.00 | = 52,000 | 94,000 |
| | | | | $240,000 |
| | 10% Engineering & Contingencies | | | 24,000 |
| | T o t a l | | | $264,000 |

Const
Projects
Access Roads

Charge to the account of ______________________ $ ______

| CLASS OF SERVICE DESIRED | |
|---|---|
| DOMESTIC | CABLE |
| TELEGRAM ☐ | ORDINARY ☐ |
| DAY LETTER ☐ | URGENT RATE ☐ |
| SERIAL ☐ | DEFERRED ☐ |
| OVERNIGHT TELEGRAM ☐ | NIGHT LETTER ☒ |
| SPECIAL SERVICE ☐ | SHIP RADIOGRAM ☐ |

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

RECEIVED
MAR 9 1944
FOR FILING

# WESTERN UNION

1217

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Const
Project
Access Road

**WANT A REPLY?**
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM, OREGON
MARCH 6, 1944

MR. R. H. BALDOCK
HOTEL WASHINGTON
PENNA. AVENUE AT 15TH STREET
WASHINGTON (4), D. C.

STATE HAS EXPENDED 5,574,329 ON FOREST HIGHWAY PROJECTS AND 8,340,839 ON OTHER PROJECTS ON FOREST SYSTEM. OUR FIGURES FOR FEDERAL EXPENDITURES ARE 18,320,422 ON FOREST PROJECTS AND 4,856,998 ON FEDERAL AID PROJECTS ON FOREST SYSTEM. HARRISBURG AND GRAVE CREEK PROJECTS READY FOR LETTING IN APRIL. SOME UNITS SALEM ALBANY PROJECT NOT READY UNTIL MAY. CHESSMAN WISHES YOU TO CONTACT NAVY OFFICIALS AND PRA URGING APPROVAL ASTORIA HOSPITAL ACCESS ROAD. ROGERS WILL HAVE TIMBER YIELD INFORMATION TOMORROW OR WEDNESDAY.

S. H. PROBERT

6-4207 Coos Bay Bridge Painting, North Bend
Oregon Coast Hwy. 1944

#2693

RECEIVED
NOV 21 1944
FOR FILING

6-4209

November 20, 1944

E. L. I. Blyth, Agent,
General Casualty Company of America,
521 S. W. Pine,
Portland 4, Oregon.

Dear Sir:

You are hereby notified that State Highway Contract No. 2693 for painting of the Coos Bay Bridge, has been completed by the contractor, A. H. Barbour & Son, and that final payment in the amount of $8,662.50, will be made on or after November 30, 1944.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumed no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $38,500.00, and that no force account work was performed therein. This contract was completed on October 26, 1944 and accepted by the Commission on November 14, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

jeo

NOTED ON CARD
JEO 11/20

RECEIVED
NOV 18 1944
FOR FILING

6-4207

November 17, 1944

A. H. Barbour & Son,
2828 N. E. Alberta Street,
Portland 11, Oregon.

Gentlemen:

The State Highway Commission, at its meeting on November 14, 1944, granted you the extension of time requested from September 30th to October 26th, 1944, without penalty, in connection with Contract No. 2693 covering painting of the Coos Bay Bridge.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

jeo

Secretary

RECEIVED
AUG 2 1944
FOR FILING

August 1, 1944

6-4207

Cont 2693

Mr. William D. Alexander, Major
Corps of Engineers
Executive Officer
628 Pittock Block
Portland, Oregon

Dear Sir:

In accordance with your request of July 29, we are sending to you, under separate cover, copy of our specifications and contract agreement for the re-painting of the Coos Bay Bridge on Highway U.S.101 in Coos County.

I trust that this copy of specifications will give you the information desired.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:EP

ADDRESS REPLY TO
THE DISTRICT ENGINEER

WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
628 PITTOCK BLOCK
PORTLAND, OREGON

IN YOUR REPLY REFER TO
FILE ____________

PADPO

July 29, 1944

Oregon State Highway Commission,
State Office Building,
Salem, Oregon.

Attention: Mr. C. B. McCollough,
Assistant State Highway Engineer.

Gentlemen:

This office would appreciate a copy of the specifications, proposal and bid prices on the recently advertised job of repainting the Coos Bay Bridge on the Coast Highway.

Very truly yours,

William D. Alexander
William D. Alexander,
Major, Corps of Engineers,
Executive Officer.

FOR VICTORY
BUY
UNITED
STATES
DEFENSE
BONDS
AND
STAMPS

RECEIVED
JUL 31 1944
FOR FILING

6-4207

July 29, 1944

Mr. E. L. I. Blyth, Agent,
General Casualty Company of America,
521 S. W. Pine Street,
Portland 4, Oregon.

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2693, which was awarded to A. S. Barbour & Son by the State Highway Commission on July 12, 1944, covering the painting of the Coos Bay Bridge.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/jee

RECEIVED
JUL 31 1944
FOR FILING

6-4207

July 29, 1944

A. H. Barbour & Son,
2828 N. E. Alberta Street,
Portland 11, Oregon.

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2693, which was awarded to you on July 12, 1944 by the State Highway Commission, covering the painting of the Coos Bay Bridge. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/jee

DA-RM 84(1) Foster-Canyon Cr. Sec., 1944
Santiam Hwy., Timber Access Rd.
#2694

RECEIVED
NOV 15 1945
FOR FILING

DA-RM 8U-1

November 14, 1945

Harlow L. Weinrick,
Attorney at Law
Albany
Oregon

Dear Sir:

The State Highway Commission is about to make final settlement with E. C. Hall Company for construction of the Foster-Canyon Creek Section of the Santiam Highway, State Highway contract No. 2694. We anticipate that the final warrant will be ready to deliver to the contractor on November 24, 1945, and will be paid unless there are objections.

On July 31 of this year we received a letter from you, advising of the claim of Mrs. Carl Cubbison who alleges that her fences were torn down by the contractor allowing stray stock to enter upon her premises and damage a considerable amount of hay. We have no knowledge as to whether or not this claim has been satisfied but consider it advisable to let you know that we are making final payment to the contractor so that you will know the circumstances in case you want to take action in behalf of Mrs. Cubbison.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

HBG gl

NOTED ON CARD
11-14-45

RECEIVED
NOV 14 1945
FOR FILING

DA-RM 84-1

November 14, 1945

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents
Title & Trust Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2694, for work on the Foster-Canyon Creek Section of the Santiam Highway, in Linn County, has been completed by the contractor, E. C. Hall Company, and that final payment in the amount of $6, 175.81 will be made on or after November 24, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, except the claim made by Mrs. Carl Cubbison for damage to her property, which claim you were notified of on September 13, 1945.

For your information we wish to advise that the total contract amount is $199,472.64, of which amount $239.93 represents the amount of force account items. This contract was completed on June 11, 1945, and accepted by the Commission on August 30, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

NOTED ON CARD
11-14-45 JL

gl

RECEIVED
[illegible]
FOR FILING

DA-RM 84(1)

Sept. 20, 1945

Hanson & Rowland, Inc.
Title & Trust Building
Portland 4, Oregon

Gentlemen:

Reference is made to your letter of September 13, in which you ask us to let you know the total amount of work performed by E. C. Hall Co. under contract No. 2694, covering the improvement of the Foster-Canyon Creek Section of the Santiam Highway, in Linn County.

We shall be pleased to give you such information as soon as the final has been made of the field notes, and the final estimate is ready to be paid. What I presume you have in mind is our customary letter advising the actual amount paid under the contract, force account and claims, etc., and not the quantity of work performed under the various classifications. In event you desire the latter information let me know and I will be pleased to include it when I write you again.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG gl

REFERRED TO
Miss Lewis
BY SECRETARY

Keep this in mind

RECEIVED
SEP 14 1945
FOR FILING

DA-RM 84-1

#2694

September 13, 1945

Maryland Casualty Company
Hanson & Rowland, Inc., Agents
406 Title & Trust Building
Portland 4, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission is in receipt of a communication from Mr. Harlow L. Weinrick, Attorney at Law, Albany, Oregon, concerning a claim for damages against E. C. Hall Company in connection with their Contract No. 2694 for grade widening, surfacing and oiling the Foster-Canyon Creek Section of the Santiam Highway in Linn County.

The claimant is Mrs. Carl Cubbison and is for damages that she alleges were suffered by her on account of the contractor's operations. It appears that fences were torn down and not replaced and that she has been put to expense in building new fences; moreover, because the fences were down, stray stock entered upon her property and did considerable amount of damage to her hay. The amount of Mrs. Cubbison's damage was not stated.

This information is given you in conformity with the State Highway Commission's long-established policy because you appear as surety on the bond of the E. C. Hall Company in connection with the above-mentioned contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

NOTED ON CARD
9-14-45 JS

HBG:ec
cc - E. C. Hall Company
1160 Grant Street
Eugene, Oregon
Mr. Harlow L. Weinrick
Attorney at Law
Albany, Oregon

Mrs. Lewis: Please enter this damage claim on the back of the contract card. Also, note immediately following that the surety has been notified of the claim.

Sept, 12, 1945

. Glaisyer:

This appears to be a claim against a contractor Do you want to handle it from here out? If not just send it back.

J. McFarland

Yes

Did 9/13

COMMISSION

NDENCE

45

bbison Complaint

Dear Sir:

An investigation has been made of the damage to the fence on the property of Mrs. Carl Cubbison adjacent to the Foster-Canyon Creek Section, Contract No. 2694, under contract to the E. C. Hall Company.

Resident Engineer Benedict advises that the fence was taken down by the contractor and the gate damaged by his trucks. He was instructed to repair the damage but apparently moved out without doing so.

I would recommend that Mr. Weinrick be advised that the E. C. Hall Company is under bond to repair any damage, and you will call it to their attention.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

NOTE TO surety
DATE 9/12/45

FORM E-90 20M 5-44

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11th, 1945

**SUBJECT:** Cubbison Complaint

To:
Mr. C. B. McCullough
Asst. State Highway Engineer
Office

Dear Sir:

An investigation has been made of the damage to the fence on the property of Mrs. Carl Cubbison adjacent to the Foster-Canyon Creek Section, Contract No. 2694, under contract to the E. C. Hall Company.

Resident Engineer Benedict advises that the fence was taken down by the contractor and the gate damaged by his trucks. He was instructed to repair the damage but apparently moved out without doing so.

I would recommend that Mr. Weinrick be advised that the E. C. Hall Company is under bond to repair any damage, and you will call it to their attention.

Very truly yours,

HGSmith
H. G. Smith
Construction Engineer

HGS:AR

NOTE TO surety
DATE 9/12/45

RECEIVED
AUG 2 - 1945
FOR FILING

DA-RM 84-1

#2694

August 1, 1945

Cross Referenced to
Adm
Insurance
Property Damage

Mr. Harlow L. Weinrick
Attorney at Law
Albany, Oregon

Dear Sir:

Reference is made to your communication of July 30, which is written in behalf of Mrs. Carl Cubbison who has advised you of certain damages to her property in connection with highway construction.

This matter is being referred to our Construction Engineer, Mr. E. G. Smith, for investigation and report. We wish to thank you for bringing the matter to our attention.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:EM
cc - E. G. Smith

③

**HARLOW L. WEINRICK**
ATTORNEY AT LAW
ALBANY, OREGON
July 30, 1945

State Highway Commission
Salem, Oregon

Gentlemen:

Re: #11,479

Mrs. Carl Cubbison has inquired concerning the alleged damages suffered by her in connection with your widening of the highway in front of her property. She alleges that her fences were torn down and not replaced and as a result she will be required to expend certain sums in replacing the fences, and she also alleges by reason of the fact that the fences were down stray stock were able to enter upon her property and into her barn where they damaged a considerable amount of her hay.

I have advised her that I cannot of course represent her in any claim against the state, but that I would bring the matter to your attention so that you might be able to meet with her and discuss the matter.

Very truly yours,

Harlow L. Weinrick
gh

Harlow L. Weinrick

HLW:GH

RECEIVED
JUL 31 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 12 1945
FOR FILING

DA-RM 84-1

Sept. 11, 1945

Maryland Casualty Company,
Hanson & Rowland, Inc., Agents,
Title & Trust Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. C. Hall Company, on contract No. 2694, covering grade widening, surfacing and oiling on the Foster-Canyon Creek Section on the Santiam Highway, in Linn County. This payment, in the amount of $10,319.78, will be made on or after September 21, 1945. The retained percentage is $6,978.25.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

NOTED ON CARD
9-21-45 gl

DA-RM 84-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
[illegible]
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 4 1945
FOR FILING

August 30, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-RM 84(1), Foster-Canyon Creek Section of the Santiam Highway ________________, was made by a representative of this office on June 11, 1945.

Prompt submission of the final voucher will be appreciated.

Very truly yours,
C. M. Davis
C. M. DAVIS
District Engineer

~~By~~

~~E. H. Canfield~~
~~Sr. Highway Engineer~~

RECEIVED
SEP 1 1945
OREGON
STATE HIGHWAY COMMISSION

Jen

RECEIVED
AUG 20 1945
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
[illegible]
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-RM 84-1

August 17, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-RM 84(1)
Foster-Canyon Creek Section
Santiam Highway

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,
T. M. Davis
W. M. DAVIS
District Engineer

By

~~Highway Engineer~~

Encl.

RECEIVED
AUG 18 1945
OREGON
STATE HIGHWAY COMMISSION

Jon

WAYr 20172

Oregon Defense Access Project No. DA-EM 84.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on October 24, 1944 by The Oregon State Highway Commission, and on December 19, 1944 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Defense Access Project No. DA-EM 84(1) and

WHEREAS, the Highway Department has requested the Administrator to approve a revision of the plans, specifications and estimate for said project to provide for adjustment of quantities found necessary during construction and for reducing the basis of participation in the cost by the Highway Department, and by reason thereof has requested that the approved estimate of cost be increased from $185,286.90 to $196,411.90, and that the Federal funds approved and set aside to the credit of the project be increased from $114,880.00 to $161,770.00.

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Administrator that the plans, specifications, and estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred sixty-one thousand, seven hundred seventy and 00/100 dollars ($161,770.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of one hundred sixty-one thousand, seven hundred seventy- and 00/100 dollars ($161,770.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred ninety-six thousand, four hundred eleven and 90/100 dollars ($196,411.90), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on July 3, 1945, and the Administrator on JUL 26 1945.

OREGON STATE HIGHWAY COMMISSION

By T.H. Banfield
Chairman, State Highway Commission

By Arthur W. Schaupp
Member, State Highway Commission

By ______________________
Member, State Highway Commission

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

H.B. Glaisyer
SECRETARY

FEDERAL WORKS ADMINISTRATOR,

By W.J. O'Leary
Acting Commissioner of Public Roads

Oregon Defense Access Project No. DA-RM 84.

Form PR. 8—Revised

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)*

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-FM-84 (1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 196,411.90 in lieu of $114,880.00 approved by Certificate dated December 19, 1944 as the total estimated cost of said project, and the sum of $ 161,770.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and JUL 26 1945

Federal Works Administrator,

By W. J. O'Leary
*Acting Commissioner of Public Roads.*

U. S. GOVERNMENT PRINTING OFFICE 16—10130-1

DA-RM 84-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 2[illegible] 1945
FOR FILING

August 14, 1945

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are holding in this office the final construction inspection reports on the following two projects, awaiting submission of Form PR-47, Statement of Materials and Labor:

DA-RM 84(1), Foster-Canyon Creek Section,
Santiam Highway - dated June 11th.

DA-WR 89(1), Clatskanie Army Works Access Road,
dated June 21st.

Will you please forward these forms at your early convenience?

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
AUG 17 1945
Unit
STATE HIGHWAY COMMISSION

Forms sent to Project

Form E-1—5M—6-44

DA-RM84(1)

## OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 23, 1945, 19

Section Foster - Canyon Creek

Kind of work Grading, surfacing and oiling.

Highway Santiam

Section prefix 22-1113

Contractor E.C. Hall Co.

Contract number 2694

Date of contract July 24, 1944, 19

Date of completion June 30, 1945, 19

Date work started July 27, 1944, 19

Estimated date of completion June 11, 1945, 19

Amount of contract $ 178,019.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price %

Engineering cost to date, $10,575, 5.9 %

Date project was completed June 11, 1945, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No work on this project until Saturday. Hughes and Bown in the office Saturday all day checking and totalling rock books.

Contractor has not yet come back to clean up his waste oil

NOTED
RALPH EGGSTAFF

NOTED
E A PEASE

JUN 25 1945

RECEIVED
JUN 25 1945

NOTED

Signed A L Benedict

Address Route #1, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.................... County, ......%; .................... County, ......%; .................... County, ......%; .................... County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ............

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . . . ............, . . . . . . ............, . . . . . . ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

STATE PRINTING DEPT.

DA-RM 84(1)

RECEIVED
[illegible] 1945
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 22, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office for Oregon DA-RM 84(1), Foster-Canyon Creek Section of the Santiam Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,
W. H. LYNCH
Division Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
JUN 2 3 1945
STATE HIGHWAY COMMISSION

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MAY 8 1945
FOR FILING

DA-RM 84-1

May 2, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In line with previous conversations, we are submitting a revised estimate of cost for the Foster-Canyon Creek Project, DA-RM 84 (1), and are requesting that the project agreement for that project be modified to provide additional federal funds.

The cost of the project is increased, you will note, by the amount of $11,125, the principal items involved being as follows:

| | | | | | |
|---|---|---|---|---|---|
| Slides in earthwork: | | | | | |
| 2,500 cu. yds. | Common Exc. | at | $ .50 | $ 1,250 |
| 1,800 " " | Rock Exc. | at | 1.00 | 1,800 |
| Overbreak in earthwork: | | | | |
| 4,900 cu. yds. | Rock Exc. | at | 1.00 | 4,900 |
| Additional rock in rock base: | | | | |
| 300 cu. yds. | 2½" - 0" Rock | at | 2.60 | 780 |
| 300 " " | 3/4" - 0" " | at | 2.75 | 825 |
| Extra asphalt in first course of oil mat to bind loose materials in rock base: | | | | |
| 66 tons | Asphalt | at | 30.00 | 1,980 |
| | | | | $11,535 |

In addition to asking federal participation in this extra cost on the 62% - 38% basis on which the project agreement is drawn, we ask that the State be permitted to apply as a credit on its share of the cost of the project, the remaining $40,000 of the credit balance of $226,011 set up for Oregon as an offset to expenditures made, or obligated to be made, by the State on access road projects prior to January 1, 1942.

For your information in regard to the credit balance above referred to, we refer you to Section 6 of the Defense Highway Act of 1941, and to your letter of April 16, 1942. The credits previously allowed were as follows:

| | |
|---|---|
| Antelope Creek-Medford Project- - - - - - | $ 80,000 |
| Monmouth-Corvallis Project- - - - - - - - - | 106,011 |
| | $186,011 |

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

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ZA-PM 84-1

Salem, Oregon
April 27, 1945

Mr. S. H. Probert

Herewith memorandum which you gave me on the overrun on the Foster-Canyon Creek Access Road.

As you recall, I discussed with Mr. Lynch the advisability of putting on a prime coat. Mr. Lynch objected to this and stated that the maintenance of the road, consisting of blading and watering, would be a reimbursable item. Arrangements were made to have Mr. Compton do the watering at a contract price of $2.00 a gallon, we to do the blading.

Mr. Lynch said if we have overruns for slides or any other cause, to immediately make the request so authority might be obtained for the overrun in the cost. In making this estimate, be sure to get all the slide costs plus this maintenance cost included.

R. H. Baldock

RHB:HI

R.H. Boldock

February 6th, 1945

Cost Analysis to January 30th, 1945

Foster Canyon Section
Contract #2694

Grade Widening, Surfacing and Oiling
E. C. Hall Company, Contractors
A. V. Benedict, Resident Engineer

Santiam Highway
Prefix 22-1113

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DA-RM 84(1)

| Item | Quantity | Unit | Cost | Revenue | Unit Cost | Unit Bid |
|---|---|---|---|---|---|---|
| Clearing and Grubbing | All | | $5,470.23 | $10,000.00 | | |
| Felling Danger Trees | 178 | Sq. Ft. | 338.20 | 1,780.00 | $1.90 | $10.00 |
| Trench Excavation, Common | 2,057 | Cu. Yd. | 2,529.93 | 4,114.00 | 1.23 | 2.00 |
| " " , Solid Rock | 570 | " " | 728.15 | 1,995.00 | 1.28 | 3.50 |
| General Excav., Location "A" | 23,328 | " " | 13,026.52 | 11,664.00 | 0.56 | 0.50 |
| " " , " "B" | 23,667 | " " | 18,904.10 | 23,667.00 | 0.80 | 1.00 |
| 12" Concrete Pipe | 278 | Lin. Ft. | 333.24 | 347.50 | 1.20 | 1.25 |
| 18" " " | 381 | " " | 1,031.55 | 857.25 | 2.70 | 2.25 |
| 24" " " | 24 | " " | 110.43 | 120.00 | 4.60 | 5.00 |
| 36" " " | 128 | " " | 1,021.67 | 1,024.00 | 7.98 | 8.00 |
| 48" " " | 468 | " " | 5,721.01 | 5,850.00 | 12.24 | 12.50 |
| Salvaging Culvert Pipe | 9 | " " | 5.56 | 18.00 | 0.62 | 2.00 |
| 2½" - 0" Rock in Base | 18,590 | Cu. Yd. | 38,477.65 | 48,334.00 | 2.07 | 2.60 |
| 3/4" - 0" Rock in Base | 12,582 | " " | 27,879.01 | 34,600.50 | 2.22 | 2.75 |
| Sprinkling | 230 | M-Gal. | 340.10 | 460.00 | 1.48 | 2.00 |
| 2½" - 0" Rock in Stockpile | 400 | Cu. Yd. | 786.91 | 1,040.00 | 1.97 | 2.60 |
| 3/4" - ½" " " " | 1,000 | " " | 2,118.24 | 2,750.00 | 2.12 | 2.75 |
| ½" - ¼" " " " | 2,000 | " " | 4,220.21 | 5,500.00 | 2.11 | 2.75 |
| ¼" - 0" " " " | 600 | " " | 1,258.35 | 1,650.00 | 2.10 | 2.75 |
| Stockpile Screen Rejects | 1,300 | " " | 325.00 | 325.00 | 0.25 | 0.25 |
| Stockpile Hauling | 1,500 | Yd. Mi. | 225.00 | 225.00 | 0.15 | 0.15 |
| PA #1, 36" Extra Strength Concrete Pipe | 148 | Lin. Ft. | 1,312.09 | 1,295.00 | 8.87 | 8.75 |
| PA #2, Hauling Excess Excav. Materials | 1,000 | Yd. Mi. | 173.71 | 150.00 | 0.17 | 0.15 |

Foster Canyon Section
Cost Analysis to January 30th, 1945

| Item | Quantity | Unit | Cost | Revenue | Unit Cost | Unit Bid |
|---|---|---|---|---|---|---|
| PA #3, 3/4" - 0" Rock in Stockpile | 400 | Cu. Yd. | $823.05 | $1,100.00 | $2.06 | $2.75 |
| Force Account | | | 180.13 | 239.93 | | |
| Materials on Hand, Oiling Aggregates | 4,600 | " " | 7,155.12 | 9,200.00 | 1.56 | 2.00 |
| | | | $134,495.16 | $168,316.18 | | |

## Detail of Cost

**Labor:**

| | | |
|---|---|---|
| Labor | $65,581.70 | |
| Supervision | 3,591.95 | |
| State Industrial Insurance | 2,075.21 | |
| Social Security & Unemployment Insurance | 2,766.95 | |
| | | $74,015.81 |

**Materials:**

| | | | | |
|---|---|---|---|---|
| 12" Concrete Pipe | 278 lin. ft. at | $0.75 | $208.50 | |
| 18" " " | 381 " " " | 1.74 | 662.94 | |
| 24" " " | 24 " " " | 2.44 | 58.56 | |
| 36" " " | 128 " " " | 4.53 | 579.84 | |
| 36" Extra Strength Concrete Pipe | 148 " " " | 5.03 | 744.44 | |
| 48" Concrete Pipe | 468 " " " | 7.21 | 3,374.28 | |
| | | | | 5,628.56 |

**Equipment Rental & Miscellaneous:**

| | | |
|---|---|---|
| Equipment Rental (Includes Repairs) | $19,259.79 | |
| Rented Equipment (Includes Repairs) | 13,108.15 | |
| Gas, Oil & Grease | 12,502.45 | |
| Explosives | 3,488.35 | |
| Small Tools & Misc. Supplies | 2,579.68 | |
| Bond | 1,262.37 | |
| Home Office & General Overhead | 2,650.00 | |
| | | 54,850.79 |

Total . . . . . . . $134,495.16

REMARKS:

This project is a "Federal Timber Access Road Project". The bid was awarded July 12, 1944; work was started July 27th, and suspended January 13th, 1945, for the balance of the winter. At this time all work was completed except the placing of the oil mat surface.

Equipment used on the project consisted of:

One 1½ cu. yd. Marion shovel
One 1¼ " " Lima "
One 3/4 cu. yd. Marion "
One 3/8 " " 10B Bucyrus shovel with clamshell and dragline
Two heavy duty Motor graders
Eight 8 cu. yd. trucks
Four 4 " " "
One crushing plant complete, consisting of:
    One 24" x 36" Jaw crusher
    " 36" Traylor crusher
    " 40" x 18" Rolls crusher
    Metal bunkers
    Mechanical feeder
    One 4' x 12' Triple-deck screen, and
    " 4' x 8' Single-deck screen
Two pickups
One sedan
" electric welder
" traveling shop
" service truck
" compressor 320 cu. ft.
Two compressors 160 cu. ft.

The ability of the contractor to furnish all needed equipment and coordinate all phases of the project so as to reduce delay to a minimum was the major factor in the early completion on all items except the placing of the oil mat surface. Due to winter conditions the oil mat wearing surface will be placed as soon as possible in the spring of 1945. A breakdown of the various components of the project is as follows:

Clearing, grubbing and the felling of danger trees were accomplished with a minimum of hand labor. Tractors with power drum winches were used extensively for moving and disposing of fallen trees, stumps etc. All clearing operations were carried out ahead of the grading so as not to interfere with later work.

Trench, common, solid and general excavation were accomplished under very adverse weather conditions. Excessive heavy traffic of logging trucks slowed the excavation and hauling of materials. The particular type of construction calling for the slicing of thin slabs of material from existing excavation slopes made it very difficult for shovels and trucks to economically work and still keep the highway open to traffic. Some trouble was

Remarks (Cont'd).

experienced due to adverse weather and equipment breakdowns. Tough digging encountered on Location "A" added to the costs for that section. One feature which materially tended to lower costs was the use of shovels to slope all cuts. Very little hand labor was used on finishing, and experienced shovel operators performed a neat job of sloping.

Because of high labor costs and a very poor grade of common labor little profit was made on pipe, some items showing a small loss. Under prewar conditions concrete pipe could have shown a profit with the prices bid, but with only $0.51 per lineal foot differential between cost of pipe and bid prices for laying 18" pipe, it was impossible.

Operation of the crushing plant was fair, the average output being from 45 to 52 cu. yds. per hour. The contractor elected to use the new quarry at Station 1430. After producing stockpile material, oiling aggregates and a small amount of road rock, totaling approximately 12,000 cubic yards, the rock in the quarry began blocking out so large that the contractor acquired the right to obtain the remainder from the Hill quarry located approximately 1,500 feet from the set-up. Approximately 28,000 cubic yards of material was taken from this last quarry without cost to the contractor except cost of extra haul. This was more than compensated for by less cost in the shooting and loading of the material. High bid prices on all crushed rock items allowed the contractor to make a substantial profit on these items.

The project was well supervised, adequate equipment was provided and skilled labor was of good quality. Mediocre unskilled labor, adverse working conditions and a poor quarry tended to keep the cost high, but the contractor anticipated these conditions, and his high bid prices allowed a fair margin of profit.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

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DA-RM 84(1)

February 2, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is Order for State Force Work, Account No. 225, for placing rock walls and riprap at each end of concrete culvert at Station 1520+00 on the Foster-Canyon Creek Section, Project No. DA-RM 84 (1).

This work was suggested by the P.R.A. and approved by Mr. Davis by telephone.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dict. by R. Alvick/GS

Encl.

Stencil No. 12.

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-RM 84(1)

January 30, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-RM 84(1)
Foster-Canyon Creek Section
Santiam Highway.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
Division Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encl.

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JAN 31 1945
OREGON
STATE HIGHWAY COMMISSION

Jon

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Form P. R. 2

State Oregon

Project No. DA-[illegible] 84(1)

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 24th day of October, 1944

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: and the Defense Highway Act of 1941

Whereas the Highway Department of said State submitted on the ______ day of ______, 19__, a project statement, which was approved on the ______ day of ______, 19__, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Section~~ ______ ~~of~~ said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 29th day of June 1944; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred fourteen thousand, eight hundred eighty and 00/100 dollars ($114,880.00) as the share of the United States payable under said act on account of ~~Section~~ ______ ~~of~~ said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds made available for the construction of access roads under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress). Any part of the cost of the project not so financed shall be made available in the following manner: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

(Include date and citation of act of legislature by which authorized)

(State how placed under direct control of Highway Department)

## ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1000+24.4 in Section 26, T. 13 S., R. 1 E., W.M., and survey station 1615+00 in Section 33, T. 13 S., R. 3 E., W.M.; excepting therefrom those portions from survey stations 1545+95 to 1546+95 and 1590+80 to 1591+60

, length 11.557 miles, in Linn County, being Oregon Defense Access project No. DA-EM 84(1), consisting of 11.557 miles of roadway and no bridges, of more than 20 feet clear span,.

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## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. ~~Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.~~

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress).

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction [redacted] of said project shall not in any event exceed the sum of one hundred fourteen thousand, eight hundred eighty and 00/100 dollars ($114,880.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred eighty-five thousand, two hundred eighty-six and 90/100 dollars ($185,286.90), the approved total estimated cost [redacted] of said project.

## PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of DEC 19 1944, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

By ________

Chairman, State Highway Commission
(Title of officer)

By ________

Member, State Highway Commission
(Title of officer)

By ________

Member, State Highway Commission
(Title of officer)

Attest

By ________

(Title of officer)

By ________

(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ________
*Acting Commissioner of Public Roads.*

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

## CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)*

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-EM 84(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 185,286.90 as the total estimated cost of said project, and the sum of $ 114,880.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and DEC 19 1944

Federal Works Administrator,

By H. J. O'Leary
*Acting Commissioner of Public Roads.*

U. S. GOVERNMENT PRINTING OFFICE 10—10120

FORM B-128X 10M 9-44

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

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JAN 29 1945
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DA-RM 84-1

January 9, 1945

Mr. W. M. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is Order for State Force Work covering relining, repairing existing guard fence and replacing missing sections damaged during grading operations on the Foster-Canyon Creek Project, DA-RM 84 (1).

Tentative approval was obtained from Mr. T. M. Davis, of your office, by Mr. H. G. Smith in telephone conversation on January 8, 1945.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

BALDOCK

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SA-RM 84

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

PORTLAND, OREGON

November 7, 1944

NOTED
State Highway Engineer

Office of Price Administration,
Tire Ration Division,
Bedell Building,
Portland, Oregon.

Attention: Mr. Jim Heiris.

Gentlemen:

Further reference is made to our letter of August 26, 1944 regarding the construction of the South Santiam Timber Access Road, Oregon Project SA-RM-84, in Linn County by the contractor, E. C. Hall Company of Eugene, Oregon.

It appears that this company is now in need of some additional tires. We estimate that this contract will continue for approximately 45 more days.

As stated in our previous letter, we have no knowledge of the relative need of truck tires by this contractor and furnish this letter on the basis of its possible value to you for information purposes only.

Very truly yours,

W. H. LYNCH,
District Engineer.

CC: MR. WILLIAMS
E.C.Hall Co., Eugene, Ore.
BRUNDAGE
BALDOCK
FEDERAL AID

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NOV 8 - 1944
OREGON
STATE HIGHWAY COMMISSION

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON

DA-RM 84(1)

October 14, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon DA-RM 84(1), Foster-Canyon Creek Section of the Santiam Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

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OCT 16 1944
OREGON
STATE HIGHWAY COMMISSION

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DA-RM84

October 6, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Responding to your communication of September 25, advise that we have made a careful inspection of the operations on the South Santiam Timber Access Road, Oregon Project DA-RM-84.

E. C. Hall Company is one of our best contractors and inspection discloses that this company is carrying on the work in an intelligent and skillful manner.

It is obvious that a road cannot be under construction and maintained in high-class condition at the same time. The two ideas are incompatible. I do believe, however, that the E. C. Hall Company is doing the best it can under the circumstances to maintain the road in the best condition for the transportation of logs.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI

FORM E-90 20M 12-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 3rd, 1944

SUBJECT: South Santiam Timber Access Road

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith I hand you report from Mr. Eason concerning the condition of the South Santiam Timber Access Road, Oregon Project DAmRM-84.

The E. C. Hall Company are one of our best contractors, and during my inspection three weeks ago I thought they were carrying on the work in a very skillful manner. I think the complaint is entirely unjustified.

Very truly yours,

HGSmith

H. G. Smith
Construction Engineer

HGS:AR
Enc.

FORM E-30 25M 12-43

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1944

22-1113

SUBJECT: South Santiam Timber Access Road

To:

Mr. H. G. Smith,
Construction Engineer.

Dear Sir:

I have your letter of September 26th conveying a complaint of Mr. Brundage submitted through W. H. Lynch of the Public Roads Administration concerning the condition of the access road on the Santiam Highway now under construction.

It was anticipated from the first that this construction work, involving the widening of a narrow road under the very heavy log hauling traffic, would be very difficult. There was bound to be delays to the traffic past the grading operations and likewise unsuitable surface conditions. However, I think the work has been carried on by Contractor Hall in a very satisfactory manner, considering the difficulties involved.

Outside of a few minutes delay past the shovel operation, which was expected, I can not see that the loggers have been too greatly inconvenienced. During the heavy rain of one week ago, there developed a very slippery condition along the pavement and the contractor did everything possible to build up a berm on the fill side of the road to prevent any bad accidents. He attempted to blade this mud off repeatedly but, of course, with every additional truck load of excavation more dirt material was distributed along the roadway, which kept it in a continual muddy condition. This slippery condition has, of course, improved during the past few days when the weather has been clear and warm.

On an inspection trip over this section on Tuesday, the 26th, it appeared that the grading of all common material that has been causing most of the trouble would be completed by this weekend, and the remaining material, which is of a dice rock formation, could be done without causing a too dangerous condition of the road surface.

The contractor is prepared and has been instructed to blade and clear the roadway in an acceptable manner as soon as his operations will permit along any section of the road that is completed. During the recent rainy period he bladed the entire surface to smooth up some of the rutted places where the oil had broken and an uneven surface had existed.

Although this construction work has undoubtedly inconvenienced the logging operators considerably, the large number of logging trucks operating has also greatly inconvenienced and delayed the contractor. It is, of course, a fact that these logging trucks haul very heavy loads, in many instances, I am sure, exceeding the legal weights, and travel at speeds in excess of the legal limits, both of which are very damaging to tire economy for this highway in its present condition.

It is expected that the surfacing work will get under way on this contract by the last of next week or the beginning of the following week, October 9th. The surface condition of the road will improve from that time onward.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM

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FOR FILING
DA-RM 84

September 25, 1944.

RECEIVED
SEP 26 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Attached is a copy of a letter dated September 23, 1944 from Mr. Brundage indicating that the condition of the South Santiam Timber Access Road, Oregon Project DA-RM-84 now under construction is such that excessive tire damage is being caused.

Anything which you can do to prevent further tire damage to log trucks hauling through this construction would be appropriate.

Very truly yours,

W. H. Lynch,
District Engineer.

Attach.
CC: FEDERAL AID

Original referred to H. G. Smith with note:

"Please ask Eason to make a report to form the basis of my reply to Lynch"

WAR PRODUCTION BOARD
708 Bedell Bldg.,
Portland 4, Oregon

September 23, 1944

ROADS - Access
So. Santiam Road
Oregon - 84

Mr. W. H. Lynch, Dist. Engr.,
Public Roads Administration,
Post Office Building,
Portland 8, Oregon.

Dear Mr. Lynch:

Reference is made to the South Santiam Timber Access Road, Linn County, Oregon DA-RM-84.

Complaints referred to this office by log haulers using this road, indicate that condition of the road tread on the reconstruction section is causing serious wear on tires. One operator claims to have blown out four tires in one day over this particular piece of road, caused he said, by leaving large rock on the road and also lack of blade maintenance.

The contractor well knows the tire shortage situation is most acute, as we have interceded on his part in an attempt to alleviate his shortages.

I quite realize that in the face of heavy log traffic on this road, it may not be too easy for the E. C. Hall Co. to keep a road tread smoothly maintained at all times. However, the reports reaching this office suggest that conditions could be improved.

I wonder if you could look into the matter and if there is just cause for the complaints, see if some relief cannot be extended to the haulers.

Yours very truly,

/s/ H. F. Brundage
F. H. BRUNDAGE
Western Log and
Lbr. Administrator.

RECEIVED
SEP 13 1944
FOR FILING

DA-RM 84-1

September 8, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3990
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Foster-Canyon Creek Section, Project No. DA-RM 84 (1).

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Access Road
Project No. [illegible] 84 (1)

## FOSTER-CANYON CREEK SECTION
## OF THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 30, 1944

| | | | | |
|---|---|---|---|---|
| All Required | | Preliminary Engineering | | $ 1,000.00 |
| All Required | | Lands, Rights of Way, Easements, Etc. | | 500.00 |

## CONSTRUCTION

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 10,000.00 |
| 100 | sq. ft. | Felling Danger Trees | $ 10.00 | 1,000.00 |
| 2,600 | cu. yds. | Trench Excavation, Common | 2.00 | 5,200.00 |
| 400 | cu. yds. | Trench Excavation, Solid Rock | 3.50 | 1,400.00 |
| 21,000 | cu. yds. | General Excavation, Unclassified, Location "A" | .50 | 10,500.00 |
| 16,600 | cu. yds. | General Excavation, Unclassified, Location "B" | 1.00 | 16,600.00 |
| 130 | lin. ft. | 12" Concrete Pipe | 1.25 | 162.50 |
| 110 | lin. ft. | 18" Concrete Pipe | 2.25 | 247.50 |
| 10 | lin. ft. | 24" Concrete Pipe | 5.00 | 50.00 |
| 280 | lin. ft. | 36" Concrete Pipe | 8.00 | 2,240.00 |
| 460 | lin. ft. | 48" Concrete Pipe | 12.50 | 5,750.00 |
| 270 | lin. ft. | Salvaging Culvert Pipe | 2.00 | 540.00 |
| 18,500 | cu. yds. | 2½" - 0" Rock in Base | 2.60 | 48,100.00 |
| 12,500 | cu. yds. | 3/4" - 0" Rock in Base | 2.75 | 34,375.00 |
| 400 | M-gals. | Sprinkling | 2.00 | 800.00 |
| 11.54 | miles | Preparation of Base | 100.00 | 1,154.00 |
| 4,600 | cu. yds. | Furnishing and Placing Mineral Aggregates | 3.70 | 17,020.00 |
| 254 | tons | Furnishing and Placing 150-200 Asphalt | 30.00 | 7,620.00 |
| 144 | tons | Furnishing and Placing RC-3 or Emulsified Asphalt | 30.00 | 4,320.00 |
| | | | Subtotal | $167,079.00 |
| | | | 10% Engr. & Cont. | 16,707.90 |
| | | | Total | $183,786.90 |

| | |
|---|---|
| Length of Roadway | 11.538 miles |
| Length of Bridges (Exception) | .034 mile |
| Total Length | 11.572 miles |
| Cost per mile, Roadway | $15,928.83 |

## SUMMARY OF FUNDS

| Item | Total Cost | Access Road Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 1,000.00 | $ 620.00 | $ 380.00 |
| Lands, Rights of Way, Easements, Etc. | 500.00 | 310.00 | 190.00 |
| Construction | 183,786.90 | 113,950.00 | 69,836.90 |
| | $185,286.90 | $114,880.00 | $70,406.90 |

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
AUG 24 1944
FOR FILING

SA-RM 811-1

August 23, 1944

Hansen & Rowland, Inc., General Agents
Maryland Casualty Company
Puget Sound Bank Building
Tacoma 1, Washington

Attention: Mr. A. Van R. Schermerhorn
Mgr. Surety Bond Dept.

Gentlemen:

I have just received your letter of August 21, 1944 inquiring as to the status of execution of the E. C. Hall Company contract for the construction of the Foster-Canyon Creek Section of the Santiam Highway, Linn County.

In checking the records I find that the customary copy was sent to the Maryland Casualty Company on August 14, 1944 by express. It was directed to your Portland office, 406 Title & Trust Building. Delivery must have been made by the express company because we have received no notification to the contrary.

In the event that this copy does not show up, let me know and I will be pleased to send you another copy with signatures certified.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]:vbh

cc - Hansen & Rowland, Inc.
406 Title & Trust Building
Portland 4, Oregon

H. T. HANSEN, PRES. I. C. ROWLAND, SECY.

**HANSEN & ROWLAND INC.**

GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND

August 21, 1944

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

RECEIVED
AUG 23 1944
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

RE: BOND NO. 51865 - E. C. HALL COMPANY -
Foster Canyon Creek Section of Santiam
Highway

Gentlemen:

On July 29th we sent you four executed copies of contract and bond for the grade widening, surfaceing and oiling of the Foster Canyon Creek Section of the Santiam Highway, in Linn County, Oregon, and asked at that time, for you to forward us bonding company's copy, when it had been approved. To date, we have not received this copy, and ask that you let this come forward as soon as possible.

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

By A. Van R. Schermerhorn
A.Van R.Schermerhorn
Mgr.Surety Bond Dept.

jr

copy mailed to surety 8/24/44

ANSWERED
H. B. GLAISYER

PA-RM 84 (1)

August 12, 1944

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2694 which was awarded to you on July 24, 1944 by the State Highway Commission, covering grade widening, surfacing and oiling on the Foster-Canyon Creek Section of the Santiam Highway in Linn County. This copy is for your records anf files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

DA-RM 84

July 28, 1944

RECEIVED
JUL 29 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Clymer's telephone conversation today with Mr. Caufield regarding the status of PR.1-PA application No. 67 for priority assistance on the South Santiam Timber Access Road, Oregon DA-RM 84.

The application was forwarded to Washington for action by the WPB on June 23, 1944 by our Regional Office. We have no further information regarding it, but as the processing of such applications usually takes six weeks, it appears that approval may be expected in a week or ten days. We are today requesting that action be taken to expedite approval.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Senior Highway Engineer

NOTED

[illegible] Clymer

RECEIVED
JUL 25 1944
FOR FILING

DA-RM 84(1)

July 24, 1944

E. C. Hall Company
1140 Grant Street
Eugene, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for grade widening, surfacing and oiling on the Foster-Canyon Creek Section of the Santiam Highway, in Linn County. This award was based on your low bid of $178,019.00 submitted on July 12, 1944.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Ass't to Secretary

VH

cc - S. H. Probert
G. S. Paxson

| | | | |
|---|---|---|---|
| TELEGRAM | | ORDINARY | |
| DAY LETTER | | URGENT RATE | |
| SERIAL | | DEFERRED | |
| OVERNIGHT TELEGRAM | | NIGHT LETTER | |
| SPECIAL SERVICE | | SHIP RADIOGRAM | |

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

# WESTERN UNION

1217

CHECK

ACCOUNTING INFORMATION

TIME FILED

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

*Send the following telegram, subject to the terms on back hereof, which are hereby agreed to*

**WANT A REPLY?**
"Answer by WESTERN UNION" or similar phrases may be included without charge.

RECEIVED
JUL 2[illegible] 1944
FOR FILING

SALEM, OREGON
JULY 24, 1944

E. C. HALL COMPANY
1160 GRANT STREET
EUGENE, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR GRADE WIDENING, SURFACING AND OILING THE FOSTER-CANYON CREEK SECTION OF SANTIAM HIGHWAY, LINN COUNTY BASED ON YOUR LOW BID SUBMITTED ON JULY 12, 1944. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

cc: Files ✓

July 24, 1944

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2694, which was awarded to you by the State Highway Commission on July 24, 1944 covering grade widening, surfacing and oiling on the Foster-Canyon Creek Section of the Santiam Highway in Linn County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

By
Ass't to Secretary

[illegible]

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

RECEIVED
JUL 26 1944
FOR FILING

# WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1201

| SYMBOLS |
|---|
| DL=Day Letter |
| NL=Night Letter |
| LC=Deferred Cable |
| NLT=Cable Night Letter |
| Ship Radiogram |

(74)

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PR097 LG=PORTLAND ORE 24 1257P

1944 JUL 24 PM 1 17

R H BALDOCK=

STATE HIGHWAY ENGINEER=

DA-RM 84

WE TODAY CONCUR IN AWARD OREGON DAR 1 84 FOSTER-CANYON CREEK SECTION SANTIAM HIGHWAY TO E C HALL ON LOW BID OF 170,019 DOLLARS FEDERAL ACCESS FUNDS 114,880 DOLLARS RESERVED FOR PROJECT STATE TO FURNISH 50% TOTAL COST.=

=CAUFIELD=

OREGON DAR 1 84 170,019 50% 114,880. CAUFIELD.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

| CLASS OF SERVICE DESIRED | | | |
|---|---|---|---|
| DOMESTIC | | CABLE | |
| TELEGRAM | X | ORDINARY | |
| DAY LETTER | | URGENT RATE | |
| SERIAL | | DEFERRED | |
| OVERNIGHT TELEGRAM | | NIGHT LETTER | |
| SPECIAL SERVICE | | SHIP RADIOGRAM | |

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

# COPY OF
# WESTERN UNION TELEGRAM

SALEM, OREGON
JULY 24, 1944

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

RIGHTS OF WAY FOR SOUTH SANTIAM PROJECT DA-[illegible] 84 ARE ACQUIRED. REQUEST YOUR CONCURRENCE AWARD CONTRACT TODAY TO E. C. HALL COMPANY.

R. H. BALDOCK

OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

# WESTERN UNION

(45)

A. N. WILLIAMS
PRESIDENT

1201

| SYMBOLS |
|---|
| DL = Day Letter |
| NL = Night Letter |
| LC = Deferred Cable |
| NLT = Cable Night Letter |
| Ship Radiogram |

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

RXP[illegible] 101 [illegible] GOGVT=PORTLAND ORE 22 1140A.

R H BALDOCK=

STATE HIGHWAY ENGINEER SALEM ORE=

1944 JUL 22 AM 11 49

WE ARE PREPARED TO CONCUR IN AWARD TO LOW BIDDER ON OREGON DA-R[illegible] SOUTH SANTIAM UPON ADVICE THAT RIGHTS OF WAY OR RIGHT OF ENTRY HAVE BEEN OBTAINED=
LYNCH

Foster-Canyon Cr

DA-R[illegible]

Rc.___ ________ To ___ adse
By pl 1220 p Be ___ F

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREGON

M

RECEIVED
JUL 1944
FOR FILING

DA-RM 84-1

June 29, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon DA-RM 84(1), the Foster-Canyon Creek Section of the Santiam Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authorization to advertise the project for bids.

Concurrence in award will be withheld pending approval of the project statement and acquisition of rights of way.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JUL 1 1944
OREGON
STATE HIGHWAY COMMISSION

[illegible]

FOR [illegible]

DA-RM 84-1

June 28, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of Form PR 46 to accompany plans and specifications for the Foster-Canyon Creek Section, Project No. DA-RM 84 (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department
Summary of Costs

Federal Aid Access Road
Project No. DA-[illegible] 84(1)

Preliminary Engineering $ 1,000.00
Lands, [illegible] etc. 500.00
[illegible] 171,763.90
$172,263.90

## FOSTER-CANYON CREEK SECTION
## OF THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 28, 1944

| | | | | |
|---|---|---|---|---|
| All Required | | Preliminary Engineering | | $ 1,000.00 |
| All Required | | Lands, Rights of Way, Easements, Etc. | | 500.00 |

### CONSTRUCTION

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 2,000.00 |
| 100 | sq. ft. | Felling Danger Trees | $ 2.00 | 200.00 |
| 2,600 | cu. yds. | Trench Excavation, Common | 2.00 | 5,200.00 |
| 400 | cu. yds. | Trench Excavation, Solid Rock | 4.00 | 1,600.00 |
| 21,000 | cu. yds. | General Excavation, Unclassified, Location "A" | .60 | 12,600.00 |
| 16,600 | cu. yds. | General Excavation, Unclassified, Location "B" | 1.10 | 18,260.00 |
| 130 | lin. ft. | 12" Concrete Pipe | 2.00 | 260.00 |
| 110 | lin. ft. | 18" Concrete Pipe | 3.00 | 330.00 |
| 10 | lin. ft. | 24" Concrete Pipe | 4.00 | 40.00 |
| 280 | lin. ft. | 36" Concrete Pipe | 8.00 | 2,240.00 |
| 460 | lin. ft. | 48" Concrete Pipe | 12.00 | 5,520.00 |
| 270 | lin. ft. | Salvaging Culvert Pipe | 1.50 | 405.00 |
| 18,500 | cu. yds. | 2½" - 0" Rock in Base | 2.50 | 46,250.00 |
| 12,500 | cu. yds. | 3/4" - 0" Rock in Base | 2.50 | 31,250.00 |
| 400 | M-gals. | Sprinkling | 2.00 | 800.00 |
| 11.54 | miles | Preparation of Base | 100.00 | 1,154.00 |
| 4,600 | cu. yds. | Furnishing and Placing Mineral Aggregates | 3.50 | 16,100.00 |
| 254 | tons | Furnishing and Placing 150-200 Asphalt | 30.00 | 7,620.00 |
| 144 | tons | Furnishing and Placing RC-3 or Emulsified Asphalt | 30.00 | 4,320.00 |
| | | | Subtotal | $156,149.00 |
| | | | 10% Engr. & Cont. | 15,614.90 |
| | | | Total | $171,763.90 |

| | |
|---|---|
| Length of Roadway | 11.538 miles |
| Length of Bridges (Exception) | .034 mile |
| Total Length | 11.572 miles |
| Cost per mile, Roadway | $ 14,886.80 |

x
14,880

**Summary of Costs:**

| | |
|---|---|
| Preliminary Engineering | $ 1,000.00 |
| Lands, Rights of Way, Easements, Etc. | 500.00 |
| Construction | 171,763.90 |
| | $172,263.90 |

FOSTER-CANYON CREEK SECTION

PROJECT NO. DA-RM 84(1)

While negotiations for rights of way are in progress, three parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be fully acquired within fourteen days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

June 29, 1944

# FOSTER-CANYON CREEK SECTION

## PROJECT NO. DA-RM 84(1)

While negotiations for rights of way are in progress, three parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be fully acquired within fourteen days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

June 28, 1944

PR 46

**Foster-Canyon Creek Section**

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) July 17, 1944

State Oregon

Completion Date (Est.) June 30, 1945

Project No. DA-[illegible] 84 (1)

Estimated Total Cost Roadway $ 170,494.50

Length: Miles 11.572

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 250 | 6 | Metal culvert pipe | Lb. | 7,500 |
| 2 | Aggregates | Cy. | 95,000 | 7 | Reinforcing steel | Lb. | |
| 3 | Bituminous mat. | Gal. | | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | | | | | |

FORM B-128X 8M 7-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

A

RECEIVED
JUL [illegible] 1944
FOR FILES

June 28, 1944

D.A.-E.R. 84-1

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

Referring to your letters of June 6 and June 23, concerning the South Santiam Timber Access Road Project, DA-[illegible]-84, we advise that the State will assume responsibility for the maintenance of the project, when it is completed, in accordance with the plans which we are submitting, and will remove the restrictions under which the log haulers are now required to provide flagmen to warn and safeguard traffic.

This letter is not to be construed, however, as an agreement estopping the Highway Commission from instituting and enforcing, in the future, any restrictions and requirements that it may deem needed to insure safety to traffic or to protect the highway against damage.

Very truly yours,

R. H. Baldock
State Highway Engineer

RECEIVED
JUL 10 1944
FOR FILING

Genl
Projects
Access Road

June 16th, 1944

4B

Mr. V. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Mike:

The State Highway Commission has agreed to a co-operation of thirty-eight percent on the South Santiam Timber Access Road.

Very truly yours,

R. H. Baldock
State Highway Engineer

B

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 6, 1944.

NOTED
Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Further reference is made to the proposed improvement of the South Santiam Timber Access Road, Oregon Project DA-RM-84.

We referred the matter to the office of the Western Log and Lumber Administrator, Portland. The Administrator has now replied that he endorses the necessity for the improvement but that he is unwilling to recognize that federal partisipation should be greater than that of the state on the State Highway System. He states further if the Highway Commission are agreeable to participate in the improvement on a fifty-fifty basis, will give assurance that the present watchmen restriction will be eliminated, and will assume the future maintenance costs that he would be willing to endorse the $149,000 project as necessary for the war effort.

He is attempting to be consistent with the financial arrangements on the Siletz Timber project and also on a recent similar project in the State of Washington on which the State agreed to 50% cooperation.

It is assumed that you will wish to present this matter to the Commission again. If you will advise us of the result, we will then be in position to proceed with the preparation of the remaining project papers.

Very truly yours,

W. H. Lynch
W. H. LYNCH
District Engineer.

RECEIVED
JUN 7 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1944
FOR FILING

DA-RM 84

May 30, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Confirming verbal advise you are authorized to proceed with the preliminary engineering and preparation of plans as of May 22, 1944, on the proposed South Santiam Timber Access Road, Oregon Project DA-RM-84 with reimbursement guaranteed regardless of eventual certification.

One copy of our preliminary report and project statement in this matter are attached for your information. You will notice that the width standard shown in the preliminary report lists a 26' roadbed only where widening is necessary in any case with the existing roadbed utilized on the remaining mileage.

The local War Production Board has not yet indorsed this proposal. Even though this indorsement is obtained, it is our opinion that the subsequent certification process will not be completed soon enough to permit advertisement at your June meeting.

Very truly yours,

W. H. LYNCH
District Engineer

Attach.
CC: FEDERAL AID

✓

RECEIVED
MAY 31 1944
OREGON
STATE HIGHWAY COMMISSION

Original sent to Mr. Baldock

RECEIVED
MAY 20 1944

Const
Projects
Access Roads

May 18, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

I hand you herewith an estimate for the South Santiam Highway timber access road.

This is based on the 26-foot roadbed with surfacing composed of a base course three inches deep of 3"-0" crushed rock with a surfacing course two inches deep of 1"-0" crushed rock, giving a total yardage of 25,000 yards for the twelve miles to be covered with an 0-9 oil mat 20 feet wide.

The total estimate is $149,708. This is the minimum grading to obtain the requisite safe width and surfacing to obtain stability under augmented log traffic.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HT

## ESTIMATE OF

## SOUTH SANTIAM TIMBER ACCESS ROAD

| | | | | | |
|---|---|---|---|---|---|
| Clearing and Grubbing | | | | | $2,000 |
| Excavation Common | 22,000 | Cu. Yds. | at | $.40 | 8,800 |
| " Intermediate | 7,000 | " " | " | .60 | 4,200 |
| " Solid Rock | 12,000 | " " | " | 1.00 | 12,000 |
| Overhaul | 32,000 | Sta. Yds. | " | 0.05 | 1,600 |
| Truck Haul | 39,500 | Yd.Miles | " | 0.20 | 7,900 |
| Finishing Roadbed & Slope | 4 | Miles | " | 200.00 | 800 |
| 12" Concrete Culvert Pipe | 100 | Ft. | " | 2.00 | 200 |
| 18" " " " | 300 | " | " | 3.00 | 900 |
| 24" " " " | 30 | " | " | 4.00 | 120 |
| 36" " " " | 151 | " | " | 8.00 | 1,208 |
| 48" " " " | 180 | " | " | 12.00 | 2,160 |
| 72" " " " | 81 | " | " | 20.00 | 1,620 |
| Trench Excavation | 1,000 | Cu.Yds. | " | 2.00 | 2,000 |
| Crushed Rock Surfacing | 25,000 | Cu.Yds. | " | 2.50 | 62,500 |
| Preparation of Base | 11.8 | Miles | " | 100.00 | 1,180 |
| Mineral Aggregate | 4,500 | Cu. Yds. | " | 3.50 | 15,750 |
| Asphalt 150-200 | 372 | Tons | " | 30.00 | 11,160 |
| | | | | | $ 136,098 |
| | Plus 10% Cont. & Eng. | | | | 13,610 |
| | | | | Total | $ 149,708 |

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 9, 1944

Const
Projects
Access Roads

8

N°
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Public Roads Administration
Salem, Oregon

Dear Sir:

Your April 21 letter applied for the improvement of a portion of the Santiam Timber Access Road in Linn County, Oregon.

A representative of this office accompanied by a representative of the War Production Board recently inspected this proposed work in the field. It was ascertained at that time that 150 log trucks per day were using this section of highway. It was also apparent that extensive repairs would be necessary in order to maintain reasonable highway service for this log traffic. The War Production Board has indicated informally that it would be willing to recommend some Federal raw material access road funds on this section.

We have several county roads of this nature on which extraordinary maintenance is being performed. In all such cases in this district the counties are cooperating financially with this department in the extraordinary maintenance. County cooperation is usually based on the fact that they are legally responsible for the normal maintenance. The average cooperation on projects of this type has been 25% of the total cost. As we see the Santiam proposal, it is primarily an extraordinary maintenance project, the result of which would be to reduce the necessity of such heavy continuing day to day maintenance costs by the state. On this basis it is suggested that you give the matter of state financial cooperation further study and advise this office of the result. The fact that this particular section is part of the Forest Highway System is of no particular consequence so far as the expenditure of defense access or state maintenance funds is concerned. No Forest Highway funds are at present available for improvement of this section.

Cooperation on this project would also be consistent with our policies on other timber access roads since this is a two way oiled road, whereas practically all of the other roads in this category now financed provide for one way unoiled facilities only. It is recognized that two way service is needed on this section due to the heavy log traffic and to other traffic, but timber access funds should be recommended only for a portion of the work. We will hold your applications until a reply to this communication is received.

This proposal has considerable similarity to the Siletz Timber Access Road, a portion of which was on the Forest Highway System. You will recall that you cooperated with this department to the extent of 50% of the total cost on the Siletz job.

Very truly yours,

W. H. LYNCH
District Engineer

By: Caufield
L. J. Caufield
Senior Highway Engineer

FORM E-123X 7-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
M. DEYERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
APR 27 1944
FOR FILING

Const
Projects
Access Roads

April 21, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We submit herewith for processing an application (Form PR-DA-3) for a Timber Access Road Improvement on the Santiam Highway in Linn County.

The proposed improvement extends from M.P. 31.0, about 0.8 mile east of Foster, to M.P. 42.8, about 1.5 miles east of Cascadia, making its total length 11.8 miles. It consists principally of a strengthening and re-oiling of the existing surfacing, but includes, also, some widening of narrow roadbed on the portion between M.P. 31.0 and M.P. 34.8, and the removal of several wood box culverts which are now failing.

The surfacing in the completed improvement would have an oiled width of 20 feet with shoulders 2 feet in width. Before construction can start, it will be necessary to make surveys and plans at a cost of about $1,000.

Our tentative estimate of the cost of the improvement is as follows:

| | | |
|---|---|---|
| Survey and plans | | $ 1,000 |
| Clearing and grubbing | | 2,000 |
| Rock excavation for widening | 10,000 yds. at $1.00 | 10,000 |
| Box culverts | | 10,000 |
| Crushed rock surfacing | 20,000 yds. at $2.00 | 40,000 |
| Oil mat surface treatment | 12 miles at $1,500 | 18,000 |
| | | $81,000 |
| | 10% for Engr. & Contg. | 8,100 |
| | | $89,100 |

Because of the fact that this project is on the Forest Highway System which is expected to be improved with Federal Forest Highway Funds, the State is offering no financial cooperation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

3-6409 Painting exterior of buildings
Milwaukie Division Hdqtrs. 1944

#2695

M

RECEIVED
DEC 4 - 1944
FOR FILING

3-6409

## OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Dec. 2, 1944

SUBJECT: Request for release of warrants on final estimates.

To:

Mr. H. B. Glaisyer
O-f-f-i-c-e

|  | Vou. # | Cont. # | Est. # | Name | Am't. | Wt. # | Note |
|---|---|---|---|---|---|---|---|
| 1. | 13277 | 2695 | 1-Final | Johnston Painting Co. | 1,387.00 | 264684 | Comp 10/31<br>Accepted 11/14 |
| 2. |  |  |  |  |  |  |  |
| 3. |  |  |  |  |  |  |  |
| 4. |  |  |  |  |  |  |  |
| 5. |  |  |  |  |  |  |  |
| 6. |  |  |  |  |  |  |  |
| 7. |  |  |  |  |  |  |  |
| 8. |  |  |  |  |  |  |  |
| 9. |  |  |  |  |  |  |  |
| 10. |  |  |  |  |  |  |  |
| 11. |  |  |  |  |  |  |  |
| 12. |  |  |  |  |  |  |  |

Mr. G:

We have your acceptance advice on this.

asw

ACCOUNTING DIVISION

By
Bookkeeping Dept.

Approved
Secretary

RECEIVED
DEC 4 - 1944
FOR FILING

3-6409

December 2, 1944

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency,
Failing Building,
Portland 4, Oregon.

Gentlemen:

Supplementing our letter of November 9, 1944, notifying you that state highway contract No. 2695 covering the painting of the Milwaukie Division Headquarters, has been completed by the Johnston Painting Company, and that final payment in the amount of $1,387 would be made as soon as the contract had been accepted by the Commission.

We are pleased to advise that this contract was accepted by the Commission on November 14th, 1944, and a warrant in the above amount is being mailed to the contractor today.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

jeo

RECEIVED
NOV 28 1944
FOR FILING

3-6409

Salem, Oregon
November 28, 1944

Certified Copy of
Contract No. 2695

Mr. Carl F. Smith,

Office

Dear Mr. Smith:

I am handing you herewith a duly certified copy of Contract No. 2695, with the Johnston Painting Company, covering the painting of the Milwaukie Headquarters Buildings.

This copy is furnished you for the records and files of the Secretary of State, the original contract having been lost or misplaced.

Very truly yours,

Secretary.

jee
Encl.

RECEIVED
NOV 10 1944
FOR FILING

3-6409

November 9, 1944

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2695 for painting the Milwaukie Division Headquarters on the Pacific Highway East, in Clackamas County, has been completed by the contractor, Johnston Painting Company, and that final payment in the amount of $1,387 will be made as soon as it has been accepted by the Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $1,387 and that no force account work was performed therein. We do not yet know the date of completion of this contract, but we shall advise you when we have this date and when the contract has been accepted by the Commission.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

rmr

RECEIVED
SEP 27 1944
FOR FILING

3-6409

September 26, 1944

Great American Indemnity Co.,
Harvey Wells-Reed Insurance Agcy.,
Failing Building,
Portland 4, Oregon.

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2695, which was awarded to the Johnston Painting Company by the State Highway Commission on September 11, 1944, covering the painting of the Milwaukie Division Headquarters buildings.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By:

Secretary.

jco

RECEIVED
SEP 27 1944
FOR FILING

3-6409

September 26, 1944

Johnston Painting Co.,
6535 S. E. 22nd Street,
Portland 2, Oregon.

Gentlemen:

We are sending you today by express, a fully executed copy of Contract No. 2695, which was awarded to you on September 11, 1944 by the State Highway Commission, covering painting of the Milwaukie Division Headquarter Buildings. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG/jee

RECEIVED
[illegible] 1944
FOR FILING

3-6409

September 13, 1944

Johnston Painting Company
6595 S. E. 22nd Ave.
Portland 2, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2695, which was awarded to you by the State Highway Commission on September 11, 1944 covering the Milwaukie Division Headquarters painting on the Pacific Highway East in Clackamas County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, Page 13, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer, Secretary

By

RECEIVED
1944
FOR FIL

3-6409

September 12, 1944

Johnston Painting Co.,
6535 S. E. 22nd Ave.,
Portland 2, Oregon.

Gentlemen:

The State Highway Commission, on September 11, 1944, awarded you the contract for painting the exterior of Division Office Building, Storage Building and Shop Building at the Milwaukie Division Headquarters, located at 9200 S. E. McLoughlin Blvd. in Portland. This award was based on your low bid of $1,337.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

STATE HIGHWAY COMMISSION

H. B. Glaisyer, Secretary

By:

jee

cc: S. H. Pusbert
G. S. Paxson

20-8301 Nimrod-Alder Springs Rock 1944
Prod. Proj., McKenzie Hwy.
#2696

RECEIVED
OCT 1 1945
FOR FILING

20-8301

September 29, 1945

Neupert, Horn & Kibbe
7031 N. E. Halsey Street
Portland 16, Oregon

Gentlemen:

The State Highway Commission, at its meeting on September 24, 1945, granted you the extension of time requested, from June 30, to August 1, 1945, without penalty, in connection with Contract No. 2696 for furnishing crushed gravel in stockpiles on the Nimrod-Alder Springs Section of the McKenzie Highway, in Lane County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

cc: K. D. Lytle
Division Engineer

RECEIVED
SEP 17 1945
FOR FILING

20-8301

September 15, 1945

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents,
406 Title & Trust Building
Portland, 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2696 for work on the Nimrod-Alder Springs Section of the McKenzie Highway, in Lane County, has been completed by the contractor, Newport, Kerr & Kibbe, and that final payment in the amount of $1,315.21 will be made on or after September 25, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $40,113.21, of which amount $166.75 represents the amount of force account items. This contract was completed on August 1, 1945, but has not as yet been accepted by the Commission.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

NOTED ON CARD

gl 9-15-45 gl

RECEIVED
JUL 25 1945
FOR FILING

20-8301

July 24, 1945

Hansen & Rowland Inc.
General Agents
Tacoma
Washington

Attention: E. Langrass

Gentlemen:

Reply is made to your letter of July 23, 1945, acknowledging our notice of semi-final payment to Newport, Kern & Kibbe for work performed on contract No. 2696 on the Nimrod-Alder Springs Section of the McKenzie Highway; also requesting information as to the total value of the work performed by contractor in connection with this job.

According to available records the approximate total amount earned by the contractor in connection with this contract is $39,997.94. We are unable to give you a definite figure due to the fact that there is some extra work orders outstanding for which bills have not been prepared. It is thought, however, that they will not aggregate more than $150. or $200. There is a possibility also that a check of the final field notes will reveal slight changes in the amount due the contractor, but I believe it is safe to say that the final amount will not differ from the figure given ab ove more than $200. either way.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG gl

RECEIVED
JUL 20 1945
FOR FILING

20 - 8301

July 20, 1945

Maryland Casualty Company,
Hanson & Rowland, Inc., Agents,
406 Title & Trust Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Newport, Kern & Kibbe, on contract No. 2696, furnishing crushed gravel in stockpiles on the Nimrod-Alder Springs Section of the McKenzie Highway, in Lane County. This payment, in the amount of $10,307.40, will be made on or after July 30, 1945. The retained percentage is $1,199.94.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

NOTED ON CARD
7-20-45 gl

RECEIVED
JUL 12 1945
FOR FILING

20-8301

July 11, 1945

Newport, Kern & Kibbe
7031 N. E. Halsey Street
Portland 16, Oregon

Gentlemen:

The State Highway Commission, at its meeting on July 9, 1945, granted you the extension of time requested, from May 31 to June 30, 1945, without penalty, in connection with contract No. 2696 for furnishing crushed gravel in stockpiles on the Nimrod-Alder Springs Section of the McKenzie Highway in Lane County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

cc: K. D. Lytle
Division Engineer

Form E-1—5M—6-44

## OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 30, 1945, 19

Section Nimrod - Alder Springs

Kind of work Furnish 16,000 C.Y Crushed Gravel

Highway McKenzie

Section prefix 20-8301

Contractor Newport, Kern and Kibbe

Contract number 2696

Date of contract Sept. 11, 1944, 19

Date of completion May 31, 1945, 19

Date work started Feb. 15, 1945, 19

~~Estimated~~ date of completion June 30, 1945, 19

Amount of contract $ 30,600

Per cent of time elapsed 292/262 111 %

Estimated cost of completed project, exclusive of engineering $ 41,000

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1780, 5.8 %

Date project was completed June 30, 1945

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

PROGRESS BY CONTRACTOR

The contractor completed manifacturing, hauling and stockpiling the additional 3400 C.Y. of crushed gravel at M.P. 58.27.

The contractor has changed his screens to manufacture 3006 C. Y. of 1½"-0" crushed gravel and stockpile same for Lane County.

NOTED
RALPH EGGSTAFF

E. A. PEASE

RECEIVED
JUL 2 1945

Signed

Address Box 507, Eugene. Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | 25.14 | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| otal estimated quantities | | | 16,000 C.Y. | | |
| stimated quantities moved or placed to date | | | 16,000 C.Y | | |
| verage daily quantities | | | 320 | | |
| verage daily quantities necessary to complete project on time | | | | | |
| umber shifts per day | | | 1 | | |
| ours per shift | | | 8 | | |
| verage force on project for week | | | 19 | | |

centages of men employed on contract to be secured from:

.......... County, ......%; .......... County, ......%; .......... County, ......%; .......... County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| en | 6 | | | | | 1 | 7 |
| n and teams | | | | | | | |
| ) and trucks under 3 tons | 10 | | | | | | 10 |
| en and trucks over 3 tons | | | | | | | |
| en and tractors | 2 | | | | | | 2 |
| | | | | | | | |

uipment used during week: Shovels 1, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants 1

Compressors ........, Bulldozers 2, Sheep-foot rollers ........, . . . . . . ........, . . . . . . ........, . . . . . . ........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| day | Fair | | |
| nday | " | | |
| esday | " | | |
| dnesday | " | | |
| ursday | " | | |
| day | " | | |
| urday | " | | |

STATE PRINTING DEPT.

RECEIVED
[illegible] 1945
FOR FILING

20-8301

Salem, Oregon
June 29, 1945

Mr. S. H. Probert
Office Engineer
Department

Dear Mr. Probert:

We are handing you herewith two fully executed copies of the agreement between the State Highway Commission and the Newport Construction Company and Kern and Kibbee, Inc. This agreement has to do with the modification of Contract No. 2616, Nimrod-Alder Springs section of the McKenzie Highway in Lane County.

A fully executed copy has been forwarded to the contractor and his surety on the bond.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:wp

Attach. 2
cc: H. G. Smith

RECEIVED
JUN 28 1945
FOR FILING

20-8301

Salem, Oregon
June 27, 1945

**Agreement**

Mr. C. B. McCullough
Assistant State Highway Engineer
OFFICE

Dear Sir:

I am handing you, herewith, two fully executed copies of an agreement between the State Highway Commission and the Newport Construction Company and Kern and Kibbe, Inc., covering modification and amendment of the Contract No. 2696 awarded to Newport Kern and Kibbe for the furnishing of crushed gravel in stock-piles for the Nimrod-Alder Springs Section in Lane County.

I have retained the original of this agreement for the Highway Commission's records and files.

An executed copy has been sent to the contractor and another to the surety on the contractor's bond. The attached copies are for disposal as you see fit.

Very truly yours,

Secretary

MBG:pv

Attach: 2

RECEIVED
JUN 28 1945
FOR FILING

20-8301

June 27, 1945

Newport Construction Co.
Kern and Kibbe
7031 Halsey St.
Portland 16, Oregon

Gentlemen:

Inclosed, for your information and files, is an executed copy of an agreement between yourself and the State Highway Commission covering the modification and amendment of your Contract No. 2696 for the furnishing of crushed gravel in stock-piles for the Nimrod-Alder Springs Section of the McKenzie Highway in Lane County.

An executed copy of this agreement is also being sent to the Maryland Casualty Company, Hansen and Rowland, Inc., Agents, surety on the bond furnished by you in connection with this job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG:pv

Encl.

RECEIVED
JUN 28 1945
FOR FILING

20-8301

June 27, 1945

Maryland Casualty Company
Hanson and Rowland, Agents
406 Title and Trust Bldg.
Portland 4, Oregon

Attention: Mr. G. F. Jacobson

Dear Mr. Jacobson:

I am enclosing, for your files and records, an executed copy of an agreement between the State Highway Commission and Newport Construction Company and Kern and Kibbe, covering the modification and amendment of Contract No. 2696 for the furnishing of crushed gravel in stock-piles for the Nimrod-Alder Springs Section of the McKenzie Highway in Lane County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MBG:pv

Encl.

RECEIVED
[illegible]
FOR FILING

20 - 8301

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7th, 1945

SUBJECT: Adjustment of Contract #2696

To:
Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Attached hereto are five copies of an agreement covering an adjustment of Newport, Kern & Kibbe's contract, #2696, which has been approved by the Chief Counsel and executed by the contractors.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A. Pease

Edwin A. Pease
Construction Office Engineer

EAP:AR
Enc. 5

REFERRED TO
H. B. Glaisyer
State Highway Engineer

Keep original – filed in contract
signed copy to contractor
" " " surety
" " " [illegible]
2 "

6/27/45

RECEIVED
JUN 6 - 1945
FOR FILING

20-8301

June 1, 1945

Cross Referenced To
~~Const~~
Condition Complaints

Mr. F. B. Wire
State Game Supervisor
Oregon State Game Commission
616 Oregon Building
Portland 4, Oregon

Dear Sir:

Your letter of May 14, concerning a complaint that the waters of the McKenzie River were in a muddy condition as a result of gravel washing operations carried on by one of our contractors who has a plant on Horse Creek, was referred to our Construction Engineer, Mr. E. G. Smith.

Mr. Smith reports that our Division Engineer, Mr. E. B. Lytle, has made an investigation of the operations of this contractor and he reports that the location of the contractor's dragline on the gravel bar has been changed so that further muddying of the stream should be eliminated.

We wish to thank you for calling the matter to our attention.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:MM

Complaint of Brenner, Eugene C of C
filed on: 20-8302

FORM E-90 25M 5-44

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 28th, 1945

SUBJECT: Fouling of McKenzie River

To: Mr. C. B. McCullough
Asst. State Highway Engineer
Office

Dear Sir:

In accordance with your request of May 16th, Mr. Lytle has made an investigation of the complaint of the Oregon State Game Commission pertaining to the muddy condition of the waters of the McKenzie River which, they state, is the result of gravel washing operations carried on in Horse Creek.

On May 21st, Mr. Lytle made the report that there was no evidence of fouling of the McKenzie River below Newport's operations. On May 25th, Mr. Lytle further reported that the contractor had changed the location of his dragline on the gravel bar, and that this should eliminate any further possibility of further fouling of Horse Creek.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease
Edwin A. Pease
Construction Office Engineer

EAP:AR

Write to Mr. Wire

RECEIVED
FOR FILING
20-8301

Salem, Oregon
May 16, 1945

Complaint by Oregon State Game Comm.

Mr. E. G. Smith
Construction Engineer
Office

Dear Sir:

Please note the attached copies of a letter from the Oregon State Game Commission, concerning the muddy condition of the waters of the McKenzie River which, they state, is the result of gravel washing operations carried on in Horse Creek.

Please investigate and report.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:EM
Enclosures - 3

3

# OREGON STATE GAME COMMISSION

E. E. WILSON, CHAIRMAN, CORVALLIS
[redacted]
R. D. McCLALLEN, ENTERPRISE
THEODORE R. CONN, LAKEVIEW
KENNETH G. DENMAN, MEDFORD
DR. GEO. A. CATHEY, PORTLAND

616 OREGON BUILDING
PORTLAND 4, OREGON

TELEPHONE ATWATER 6366
ADDRESS ALL COMMUNICATIONS TO
STATE GAME COMMISSION
F. B. WIRE, SUPERVISOR

May 14, 1945

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

This office has received a complaint that the waters of the McKenzie River are in a muddy condition as a result of gravel washing operations carried on in Horse Creek by one of your contractors, the Newport Construction Company.

Would it be possible to make arrangements to run the water into a settling basin in order to prevent roiling up the main McKenzie River?

Very truly yours,

OREGON STATE GAME COMMISSION

F B Wire
State Game Supervisor

k

RECEIVED
MAY 15 1945
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
20-8301

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9th, 1945

**SUBJECT:** Fouling of Horse Creek

**To:** Mr. C. B. McCullough
Asst. State Highway Engineer
Office

Dear Sir:

Mr. Lytle has investigated the complaint reported to you in Springfield, that Newport, Kern & Kibbe were fouling the waters of Horse Creek in their crushing operations, and was advised by Mr. Williams, the local representative of the State Fish & Game Commission that these operations are satisfactory and are in no way harmful to fish or fishing.

Very truly yours,

HGSmith
H. G. Smith
Construction Engineer

HGS:AR

NOTED
Asst. State Highway Engineer

RECEIVED
OCT 26 1944
FOR FILING

20 - 4211

October 25, 1944

Newport, Kern & Kibbe,
7031 N. E. Halsey Street,
Portland 16, Oregon.

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2696, which was awarded to you on September 11, 1944 by the State Highway Commission, covering the furnishing of 12,600 cubic yards of crushed gravel in stockpiles on the Nimrod-Alder Springs Section of the McKenzie Highway in Lane County, Oregon. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG/jee
Encl.

20-4211

October 14, 1944

Newport, Kern & Kibbe
7031 N. E. Halsey
Portland 16, Oregon

Gentlemen:

I am returning to you today by express four copies of contract No. 2696 for furnishing 12,600 cubic yards of crushed gravel in stockpiles for the Nimrod-Alder Springs Section of the McKenzie Highway in Lane County.

I note on Page 165 that the contract agreement is signed by H. R. Newport as President of the Newport Construction Company and by A. D. Kern as President of Kern and Kibbe, but the signature of the secretary in each instance is lacking. Will you have the secretary of both contracting firms also sign these contracts directly under the signature of the president in each instance.

On Page 167, the signatures of the secretaries are also lacking on the bond. Please have the secretary of each firm sign in the respective places. When this is done, return all copies to the Highway Commission at Salem.

Thanking you, I remain

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:vbh

RECEIVED
SEP 27 1944
FOR FILING
20-4211

September 26, 1944

Newport Kern & Kibbe,
7031 N. E. Halsey,
Portland 16, Oregon.

Gentlemen:

We are sending you today by express, four copies of Contract No. 2696, which was awarded to you by the State Highway Commission on September 11, 1944, covering the Nimrod-Alder Springs Rock Production Project on the McKenzie Highway in Lane County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

HBG/jse

FORM E-30 25M 8-43

RECEIVED
SEP 2[illegible] 1944
FOR [illegible]

20-4211

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 22, 1944

SUBJECT:

To:

Mr. C. B. McCullough,

Office.

Dear Sir:

There was brought to me for my attention the bid of the Newport Construction Company and Kern & Kibbe covering the project known as Nimrod-Alder Springs Rock Production Project on the McKenzie Highway.

It appears that Newport Construction Company and Kern & Kibbe have jointly bid on this job under a joint venture agreement. I requested from the bidders a copy of their joint venture agreement and have now received what is represented as a copy of that agreement, and I assume that it is a correct copy.

I suggest that copies of this be attached to the contract merely as an exhibit and I suggest that when the contract is written that the contractors be named as Newport Construction Company, a corporation, and Kern & Kibbe, a corporation, doing business under the firm name and style of Newport, Kern & Kibbe, as a joint venture. did

The agreement should be signed Newport Construction Company, by the president and by the secretary and Kern & Kibbe by the president and by the secretary.

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:PW

REFERRED TO
S. H. Probert
By Asst. State Highway Engineer

NEWPORT
VICE-PRESIDENT

H. R. NEWPORT
PRESIDENT-TREASURER

A. NIELSEN
SECRETARY

NEWPORT CONSTRUCTION CO.
INCORPORATED 1904
GENERAL CONTRACTORS
N. E. 7031 HALSEY ST. - PORTLAND, OREGON
TELEPHONE SU 0862

RECEIVED
SEP 21 1944
LEGAL DEPT

Portland, Oregon
September 20, 1944

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. J. M. Devers

Dear Sir:

Reference is made to your letter of September 18, and per your request we enclose copy of Venture Agreement between ourselves and Kern & Kibbe in carrying out the contract with the State of Oregon, as Newport, Kern & Kibbe.

Very respectfully

NEWPORT CONSTRUCTION CO.

By A. Nielsen

AN:ES
Enc.

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

SEP 27 1944

September 18, 1944

Newport Construction Company
and Kern & Kibbe,
7031 N. E. Halsey Street,
Portland 16, Oregon.

NOTED
H. B. GLAISYER

Gentlemen:

There has been handed to me for my examination and approval a bid proposal made under the name of Newport, Kern & Kibbe. The bid carries the information that this bid is a joint venture by the Newport Construction Company and the firm of Kern & Kibbe.

I believe that on the Commission's prequalification records the firm of Newport Construction Company and the firm of Kern & Kibbe have qualified separately. It is my opinion that when the contract is drawn it will have to be drawn naming the Newport Construction Company and Kern & Kibbe as the contractors under a joint venture. However, to support the bid and keep the record regular, I suggest and request that you send to the Commission an executed memorandum of some kind or other disclosing that, notwithstanding the fact that the concerns are separate and distinct entities, they have joined in this bid under a joint venture agreement; in other words, the Commission should have in its records a copy of your joint venture agreement.

Will you please furnish the requested information so the agreement may be completed.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW

cc S. M. Probert ✓

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
SEP 27 1944
FOR FILE

September 18, 1944

Newport Construction Company
and Kern & Kibbe,
7031 N. E. Halsey Street,
Portland 16, Oregon.

NOTED
H. B. GLAISYER

Gentlemen:

There has been handed to me for my examination and approval a bid proposal made under the name of Newport, Kern & Kibbe. The bid carries the information that this bid is a joint venture by the Newport Construction Company and the firm of Kern & Kibbe.

I believe that on the Commission's prequalification records the firm of Newport Construction Company and the firm of Kern & Kibbe have qualified separately. It is my opinion that when the contract is drawn it will have to be drawn naming the Newport Construction Company and Kern & Kibbe as the contractors under a joint venture. However, to support the bid and keep the record regular, I suggest and request that you send to the Commission an executed memorandum of some kind or other disclosing that, notwithstanding the fact that the concerns are separate and distinct entities, they have joined in this bid under a joint venture agreement; in other words, the Commission should have in its records a copy of your joint venture agreement.

Will you please furnish the requested information so the agreement may be completed.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:FW

cc S. M. Probert ✓

# AGREEMENT

This joint venture agreement made and entered into this 12th day of September, 1944, by and between Kern & Kibbe, an Oregon Corporation, and Newport Construction Company, an Oregon Corporation.

## WITNESSETH:

WHEREAS, the parties hereto, as joint venturers, have been awarded a contract under the name Newport, Kern & Kibbe by the Oregon State Highway Commission for work to be performed on what is known as the Nimrod-Alder Springs Rock Production Project on the McKenzie Highway, and

WHEREAS, the parties hereto are desirous of setting forth their respective interests in this joint venture and in the work to be performed under said contract and the profits to be derived therefrom, and their respective liability for any losses which may arise from the performance of said contract or which may be incurred in connection therewith.

NOW, THEREFORE, in consideration of the mutual covenants and conditions hereinafter set forth it is hereby agreed as follows:

(1) It is hereby agreed that said contract shall be performed under the name of Newport, Kern & Kibbe.

(2) It is hereby agreed that the interest of the parties in and to the work to be performed under said contract and in and to any and all property acquired in connection with the performance of said contract and any and all moneys which may be derived from the performance of said contract and the liabilities and obligations of each of the parties under said contract shall be as follows:

| | |
|---|---|
| Newport Construction Co. | 50% |
| Kern & Kibbe | 50% |

(3) It is hereby agreed that all financial obligations assumed by the parties, or either of them, for the benefit of the work to be performed under said contract, and all liability assumed by or charged to them as contractors, guarantors or indemnitors in connection with any surety bond which may be given or executed in connection with said work, and all other obligations and liabilities of any kind or character which are assumed or undertaken by the

This joint venture agreement made and entered into this 18th day of September, 1944, by and between Kern & Kibbe, an Oregon Corporation, and Newport Construction Company, an Oregon Corporation.

WITNESSETH:

WHEREAS, the parties hereto, as joint venturers, have been awarded a contract under the name Newport, Kern & Kibbe by the Oregon State Highway Commission for work to be performed on what is known as the Nimrod-Alder Springs Rock Production Project on the McKenzie Highway, and

WHEREAS, the parties hereto are desirous of setting forth their respective interests in this joint venture and in the work to be performed under said contract and the profits to be derived therefrom, and their respective liability for any losses which may arise from the performance of said contract or which may be incurred in connection therewith.

NOW, THEREFORE, in consideration of the mutual covenants and conditions hereinafter set forth it is hereby agreed as follows:

(1) It is hereby agreed that said contract shall be performed under the name of Newport, Kern & Kibbe.

(2) It is hereby agreed that the interest of the parties in and to the work to be performed under said contract and in and to any and all property acquired in connection with the performance of said contract and any and all moneys which may be derived from the performance of said contract and the liabilities and obligations of each of the parties under said contract shall be as follows:

| | |
|---|---|
| Newport Construction Co. | 50% |
| Kern & Kibbe | 50% |

(3) It is hereby agreed that all financial obligations assumed by the parties, or either of them, for the benefit of the work to be performed under said contract, and all liability assumed by or charged to them as contractors, guarantors or indemnitors in connection with any surety bond which may be given or executed in connection with said work, and all other obligations and liabilities of any kind or character which are assumed or undertaken by the

parties, or either of them, in connection with and for the benefit of the work to be performed under said contract, shall be shared by the parties hereto proportionately and in accordance with their respective interests as set forth in paragraph (2) of this agreement.

(4) It is hereby agreed that the parties shall contribute whatever working capital may be required for the prosecution of the work under said contract, in proportion to their respective interests in said work as set forth in paragraph (2) of this agreement.

(5) It is hereby agreed that the parties shall share all profits and/or losses derived from or resulting from the performance of said contract proportionately and in accordance with their respective interests as set forth in paragraph (2) of this agreement.

(6) It is further agreed that all funds advanced by the parties or borrowed for the account of the joint venture for use in the performance of the work under said contract, and all progress payments, final payments or other revenue received from the performance of said contract, shall be deposited in a bank, or banks, to be selected by the parties hereto in an account or accounts with such designation as the parties hereto may hereafter agree upon. Such funds may be withdrawn from such account or accounts only by checks signed by such person or persons as may be hereafter designated and authorized by the parties hereto.

(7) Upon completion of the work under said contract the parties agree to render a true and correct accounting each to the other, and to settle and adjust all accounts in connection with the work under said contract and thereafter to pay to each other such sums as will result in each of the parties receiving that percentage of all profits arising from the performance of the work, or in case the performance of the work shall have resulted in a loss, in each of the parties bearing that percentage of the loss, which has heretofore been stated and agreed upon under paragraph (2).

parties, or either of them, in connection with and for the benefit of the work to be performed under said contract, shall be shared by the parties hereto proportionately and in accordance with their respective interests as set forth in paragraph (2) of this agreement.

(4) It is hereby agreed that the parties shall contribute whatever working capital may be required for the prosecution of the work under said contract, in proportion to their respective interests in said work as set forth in paragraph (2) of this agreement.

(5) It is hereby agreed that the parties shall share all profits and/or losses derived from or resulting from the performance of said contract proportionately and in accordance with their respective interests as set forth in paragraph (2) of this agreement.

(6) It is further agreed that all funds advanced by the parties or borrowed for the account of the joint venture for use in the performance of the work under said contract, and all progress payments, final payments or other revenue received from the performance of said contract, shall be deposited in a bank, or banks, to be selected by the parties hereto in an account or accounts with such designation as the parties hereto may hereafter agree upon. Such funds may be withdrawn from such account or accounts only by checks signed by such person or persons as may be hereafter designated and authorized by the parties hereto.

(7) Upon completion of the work under said contract the parties agree to render a true and correct accounting each to the other, and to settle and adjust all accounts in connection with the work under said contract and thereafter to pay to each other such sums as will result in each of the parties receiving that percentage of all profits arising from the performance of the work, or in case the performance of the work shall have resulted in a loss, in each of the parties bearing that percentage of the loss, which has heretofore been stated and agreed upon under paragraph (2).

(8) It is specifically understood and agreed by the parties hereto that this joint venture agreement extends only to the performance of the work under said contract.

(9) Any officer of either company who directly assists in the performance of the work under said contract may be paid a salary for such services rendered as shall be mutually agreed upon.

IN WITNESS WHEREOF the parties hereto have executed this agreement the day and year first hereinabove written.

NEWPORT CONSTRUCTION COMPANY

By________________________
H. R. Newport President

By________________________
A. Nielsen Secretary

KERN & KIBBE

By________________________
A. D. Kern President

By________________________
Carlos Rebagliati Secretary

1944

2697 Maint. - Ferries - Wilsonville

18-1028 Klamath Falls (N.Ninth St.) Sec.
The Dalles-California Highway 1944

#2698

RECEIVED
JAN 15 1945
FOR FILING

18-1028

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Jan. 15, 1945

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

| | Vou. # | Cont. # | Est. # | Name | Am't. | Wt. # | Note |
|---|---|---|---|---|---|---|---|
| 1. | 15034 | 2698 | 2-Final | Angelo A. Doveri | 750.00 | 266291 | Comp. 12/1/44<br>Acceptance 12/19/44 |
| 2. | | | | | | | |
| 3. | | | | | | | |
| 4. | | | | | | | |
| 5. | | | | | | | |
| 6. | | | | | | | |
| 7. | | | | | | | |
| 8. | | | | | | | |
| 9. | | | | | | | |
| 10. | | | | | | | |
| 11. | | | | | | | |
| 12. | | | | | | | |

Ok to release

Mr. Glaisyer:

I have your acceptance advice on this contract.

asw

ACCOUNTING DIVISION

By ____________
Bookkeeping Dept.

Approved H.B. Glaisyer
Secretary

RECEIVED
DEC 26 1944
FOR FILING

18-1028

December 23, 1944

United Pacific Insurance Co.,
Karen Carter, Agent,
627 Board of Trade Bldg.,
Portland 4, Oregon.

Gentlemen:

You are hereby notified that state highway contract No. 2698, for curb construction on North Ninth Street in Klamath Falls in Klamath County, has been completed by the contractor, Angelo A. Doveri, and that final payment in the amount of $750.00 will be made on or after January 2, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $2,526.88, and that no force account work was performed therein. This contract was completed on December 1, 1944 and accepted by the Commission on December 19, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jeo

NOTED ON CARD
Jfd 12/23

RECEIVED
[illegible] 1 [illegible] 1944
FOR FILING

18-1028

December 18, 1944

United Pacific Insurance Co.,
Karen Carter, Agent,
627 Board of Trade Bldg.,
Portland 4, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Angelo A. Doveri, on Contract No. 2698, covering curb construction on The Dalles-California Highway in Klamath Falls (North Ninth Street). This payment, in the amount of $1,776.88, will be made on or after December 28, 1944. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

jeo Secretary

NOTED ON CARD
JRL 12/18

Form E-1—5M—6-41

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

*For Week Ending* December 2 1944, 19

*Section* N 9th St (Klamath Falls)

*Kind of work* Curb Construction

*Highway* The Dalles - California

*Section prefix* 18-1028

*Contractor* Angelo A Doveri

*Contract number* 2698

*Date of contract* October 24 1944, 19

*Date of completion* December 15 1944, 19

*Date work started* November 7 1944, 19

*Estimated date of completion* December 2 1944, 19

*Amount of contract* $ 2574.00

*Per cent of time elapsed* 75 %

*Estimated cost of completed project, exclusive of engineering* $ 2574.00

*Per cent of contract completed, based on total contract price* 100 %

*Engineering cost to date, $* 280.00, %

*Date project was completed* 12-1-44, 19

---

*General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:*

The pouring of the concrete curbs was completed on Friday, December 2nd.

There is quite a bit of cleaning up to be done and that part of the project is expected to be completed some time next week.

RECEIVED
DEC 4 - 1944

NOTED
E. M. [illegible]

*Signed*

*Address* Klamath Falls Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.................... County, ......%; .................... County, ......%; .................... County, ......%; .................... County, ......%;

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ............

Compressors ............, Bulldozers ............, Sheet-foot rollers ............, . . . . . ............, . . . . . ............, . . . . . ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

STATE PRINTING DEPT.

RECEIVED
NOV 16 1944
FOR FILING

18-1028

November 15, 1944

Angelo A. Doveri,
707 Washington Street,
Klamath Falls, Oregon.

Dear Sir:

We are sending you today by express, a fully executed copy of Contract No. 2698, which was awarded to you on October 24, 1944, covering curb construction on North Ninth Street (The Dalles-California Highway) in Klamath Falls.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

jee

RECEIVED
NOV 13 1944
FOR FILING

18-1028

November 6, 1944

Redman Insurance Agency
111 South Eighth Street
Klamath Falls, Oregon

Attention: Mr. E. B. Redman, Agent

Gentlemen:

I received from you in today's mail two copies of State Highway Contract No. 2698, awarded to Angelo A. Doveri for the construction of curbs on N. Ninth Street, Klamath Falls. Inspection of the two copies reveals that the contract agreement on Page 165 has been properly executed but the bond on Page 167 has been executed neither by the principal nor the surety although I received in the mail one copy of an executed bond which evidently was cut out of one of the other two copies of the contract that were originally sent you.

We cannot accept this bond as submitted, so I am returning to you today by express the two copies of the contract which bear Mr. Doveri's signature as to the contract agreement and am asking you to have the bond on Page 167 executed the same as the loose bond, which I am also returning. Please do not detach the bonds from the books because we cannot accept them in such shape.

As stated above, we originally sent you four copies of this contract. We must have three fully executed copies for our use, so when you return the two copies that I am sending you, will you please include in the package at least one of the two copies that you have bearing the signatures exactly like those contained in the other copies both as to agreement and to bond. If an unsigned copy of the contract is satisfactory for the bonding company, you may retain the fourth copy, but as stated, I must have three fully executed copies for use by the State Highway Commission.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:vbh

3 copies returned 11/13/44

**REDMAN INSURANCE AGENCY**
E. B. REDMAN
111 SOUTH 8TH STREET
KLAMATH FALLS, OREGON
Telephone - 5461

**UNITED PACIFIC**
*Insurance Company*
HOME OFFICE - TACOMA
PORTLAND OFFICE
627 BOARD OF TRADE BLDG.

Nov. 4, 1944.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Enclosed are two Specifications and Contract Agreement for State Highway Commission from Angelo A. Doveri. Also enclosed is the Bond.

Yours very truly,
Redman Insurance Agency,
E B Redman
E. B. Redman, Agent.

ANSWERED
H. B. GLAISYER

RECEIVED
NOV 6 - 1944
OREGON
STATE HIGHWAY COMMISSION

AUTOMOBILE---FIDELITY & SURETY---BURGLARY & THEFT
LIABILITY & PROPERTY DAMAGE---PLATE GLASS---GROUP DISABILITY

RECEIVED
OCT 26 1944
FOR FILING

18-1028

October 25, 1944

H 2698

Mr. Angelo A. Doveri
707 Washington Street
Klamath Falls, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2698, which was awarded to you by the State Highway Commission on October 24, 1944, covering curb construction on the North Ninth Street (Klamath Falls) Section of The Dalles-California Highway in Klamath Falls, Klamath County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

VH

RECEIVED
OCT 26 1944
FOR FILING

18-1028

October 25, 1944

Mr. Angelo Doveri
707 Washington Street
Klamath Falls, Oregon

#2698

Dear Sir:

The State Highway Commission on October 24, 1944, awarded you the contract for the North Ninth Street (Klamath Falls) Section of The Dalles-California Highway, in Klamath County. This award was based on your low bid of $2574.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - S. M. Probert

G. S. Paxson

RECEIVED
194
FOR FILING

Const
Projects
Municipal

Salem, Oregon
September 5, 1944

K. Falls

Mr. E. G. Smith
Construction Engineer
Department

Dear Sir:

Please note the attached copy of letter from Mr. Baldock of August 31 with reference to replacing the wood curbs on Ninth Street in Klamath Falls, and also the matter of disposing of storm water.

Please furnish me with an estimate of cost.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

[illegible]
Enc.

[illegible] 1944
FOR FILING

Const
Projects
Municipal

Salem, Oregon
August 31, 1944

K. Falls

Mr. C. B. McCullough

Pursuant to the instructions of the Oregon State Highway Commission, I conferred with Commissioner Arthur Schaupp with reference to the building of curbs on Ninth Street, Klamath Falls. Mr. Schaupp called a meeting of interested citizens and it was the consensus that the best thing to do would be to replace with concrete curbs the wood curbs which had been knocked out.

In order that I may bring this matter properly to the attention of the full Commission, please have the Construction Department estimate the cost of replacing the curbs and the cost of disposing of the storm water, if this be necessary. In all probability a contract should be drawn with the City of Klamath Falls in which it would assume all the obligation for the disposal of the storm water, the State merely replacing the curbs.

When the curbs are replaced, certain sections should be built with a standard curb section; others, to a slope of 45° to permit the curb to be mounted so that residents may park in their parkways. Please be advised that the street is only 26 feet wide between curbs, and parking in this area is prohibited by the City's ordinance. Some of the residents have landscaped parkways in which there is no parking of vehicles; others use their parkways to park their vehicles.

Chandler is thoroughly familiar with the discussion.

R. H. Baldock

[illegible]

DA-RM 85 (1) Bridge over Deer Creek
Roseburg Access Rd.Project 1944

#2699

RECEIVED
APR 25 1945
FOR FILING

2A-RM 8.5-1

April 24, 1945

Hansen & Rowland, Inc., Agents,
Maryland Casualty Company
406 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2699, for work on the Deer Creek Bridge on the Roseburg Access Road Project in Douglas County, has been completed by the contractor, Harry I. Hamilton Company, and that final payment, in the amount of $7,194.24, will be made on or after May 4, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $13,717.91, and that no force account work was performed therein. This contract was completed on April 7, 1945, and accepted by the Commission on April 16, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG gl

NOTED ON CARD

4-24-46 gl

RECEIVED
APR 24 1945
FOR FILING

AA-RM 85-1

April 24,1945

Harry I. Hamilton Co.,
General Contractors
Rte. 5, Box 34,
Eugene, Oregon.

Attention: Mr. Harry Tune

Gentlemen:

This note is simply to inform you that the State Highway Commission, at its last meeting, approved your request for an additional extension of time in which to complete your contract No. 2699, for the construction of the Deer Creek Bridge on the Roseburg Access Road Project, from March 16 to April 15, 1945.

This extension was granted without penalty.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

RHB gl

cc: Mr. Paxson
Mr. Reeves

Mr. Paxson: Attention: Mr. Reeves

The State Highway Commission, at its meeting on April 16,1945, formally accepted the Harry I. Hamilton Company contract No. 2699, for the Deer Creek Bridge on the Roseburg Access Road Project. The Commission authorised final payment in connection with this job.

RECEIVED
JAN 30 1945
FOR FILING

DA RM 85(1)

January 26, 1945

Harry I. Hamilton Company
Route 5, Box 34
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 22, 1945, granted you the extension of time requested, from December 31, 1944, to March 16, 1945, without penalty, in connection with Contract No. 2699 for work on the Roseburg Access Road Project in Douglas County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RMR
CC: Mr. K. D. Lytle
Division Engineer

RECEIVED
NOV 15 1944
FOR FILING

LA-RM 85-1

November 14, 1944

Hanson & Rowland Inc.,
406 Title & Trust Bldg.,
Portland 4, Oregon.

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2699, which was awarded to Harry I. Hamilton Company by the State Highway Commission on September 11, 1944, covering construction of a timber log bridge over Deer Creek on the Roseburg Access Road Project in the City of Roseburg.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jso

RECEIVED
NOV 15 1944
FOR FILING

RA-RM 85-1

November 14, 1944

Harry I. Hamilton Company,
Route 5, Box 34,
Eugene, Oregon.

Gentlemen:

We are enclosing herewith a fully executed copy of Contract No. 2699, which was awarded to you on September 11, 1944, by the State Highway Commission, covering construction of a timber log bridge over Deer Creek on the Roseburg Access Road Project in the City of Roseburg. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

jec
Encl.

RECEIVED
OCT 31 1944
FOR FILING

DA-RM 85(1)

October 28, 1944

Harry I. Hamilton Co.,
Route 5, Box 34,
Eugene, Oregon.

Gentlemen:

We are sending you herewith, four copies of Contract No. 2699, which was awarded to you by the State Highway Commission on September 11, 1944, covering the construction of Deer Creek Bridge on the Roseburg Access Road Project.

Kindly execute all four copies of this contract, as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, Page 13, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, etcetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

HBG/jee
Encls. (4)

RECEIVED
[illegible] 1 1944
FOR FILING

DA-RM 85(1)

AGENDA
NOV 14 1944

3a

October 26, 1944

Harry I. Hamilton Co.,
Route 5, Box 34,
Eugene, Oregon.

Gentlemen:

This letter is to confirm my wire to you this date notifying you that the State Highway Commission today awarded you the contract for the construction of a timber log bridge on concrete piers over Deer Creek on the Roseburg Access Road Project in the City of Roseburg.

This award is made on your bid of $13,271.00, which you submitted to the State Highway Commission at its meeting on September 11, 1944.

We are now preparing the contract and bond forms for your execution. These will be mailed to you within a few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]/jce

get confirmed

51C

DA-RM 85 (1)

RECEIVED
OCT 27 1944
FOR FILING

State Highway Commission, Rm. 319, State Office Bldg.

| CLASS OF SERVICE DESIRED | | | |
|---|---|---|---|
| DOMESTIC | | CABLE | |
| TELEGRAM | X | ORDINARY | |
| DAY LETTER | | URGENT RATE | |
| SERIAL | | DEFERRED | |
| OVERNIGHT TELEGRAM | | NIGHT LETTER | |
| SPECIAL SERVICE | | SHIP RADIOGRAM | |

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

# COPY OF WESTERN UNION TELEGRAM

DA-RM-85 (1)
210-1028

SALEM, OREGON, OCTOBER 26, 1944

HARRY [illegible]. HAMILTON CO.,
ROUTE 2, BOX 34,
EUGENE, OREGON

THE STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR THE CONSTRUCTION OF A TIMBER LOG BRIDGE OVER DEER CREEK ON THE ROSEBURG ACCESS ROAD PROJECT IN ROSEBURG FOR WHICH YOU SUBMITTED THE LOW BID ON SEPTEMBER 11, 1944. CONTRACT FORMS WILL BE SENT YOU SHORTLY FOR EXECUTION.

H. B. GLAISYER, SECRETARY
OREGON STATE HIGHWAY COMMISSION

ccs Confirmation
File
Auditor (5001-900)

DA-RM 85-1

September 12, 1944

Mr. Harry I. Hamilton
Route 5, Box 34
Eugene
Oregon

Dear Sir:

The State Highway Commission was not able to award the contract for the construction of Deer Creek Bridge No. 6821 on the Roseburg access road project in the City of Roseburg for which you tendered the low bid on September 11th; and it may be some few weeks before certain preliminary matters are disposed of so that the Commission will be able to make this award. Under the terms of your proposal the award must be made within thirty days or else the proposal is void and of no effect.

If you desire to keep this proposal alive for another thirty day period, making a total of sixty days from date, it will be necessary that you address a communication to the Highway Commission making such request. This request should be accompanied by the written consent of your surety and you may condition your offer to keep this proposal alive for a sixty day period on the fact that the Commission will give you an equivalent extension of time within which to complete the work.

This, of course, is a matter entirely up to you and you are under no obligation whatsoever to make this request. However, if you care to do so, this office will see that it is brought to the attention of the Highway Commission before the expiration of the original thirty day period.

Yours very truly,

C. B. McCullough
Assistant State Highway Engineer

cc R.H.Baldock
G.S.Paxson

CBM/k

DA-RM 85(1) Roseburg Access Rd. Proj., 1944
Pacific Hwy. & N. Umpqua Co. Rd.
#2700

RECEIVED
APR 18 1946
FOR FILING

DA-RM 85 (1)

#2700

April 17, 1946

Cross Referenced To
Const
R/W
Pacific Hwy

Misc C&A #799

Mr. W. F. Harris, Mayor
City of Roseburg
Roseburg, Oregon

Dear Sir:

Final settlement has been made with Leslie V. Hammock and Helen J. Hammock for right of way in connection with the Roseburg Access Road Project, the condemnation case not having come to trial. The agreed settlement was for a total of $5,350.00, of which the amount of $1,742.75 for moving buildings was previously billed to you and paid, leaving a balance of $3,607.25. An invoice is attached hereto requesting payment of this balance.

Very truly yours,

C. B. McCULLOUGH
Asst. State Highway Engineer

LEP:GED

ATTCH.

CC Mr. J. M. Devers
Mr. S. E. Probert

Previous corresp. filed:
F & A/C - Allocation of Funds - To Cities
1946

RECEIVED
JUL 20 1945
FOR FILING

PA-RM 85-1

July 20, 1945

File No. 12-197-44

United States Fidelity and Guaranty Co.,
Suite 27, Union Bank Building
Helena
Montana

Attention: J. Judd

Gentlemen:

Reply is made to your letter of July 17, concerning state highway contract No. 2700 awarded to Chas. Shannon & Son, covering the grading and paving of the Roseburg Access Road Project in Douglas County.

According to our records this job was completed on June 25, 1945, and was accepted by the State Highway Commission on July 9, 1945. The date specified in the contract for the completion of the job was April 30, 1945, but the time was extended by the State Highway Commission, without penalty, to the completion date of June 25, 1945. The contract amount was $50,954.00 as stated in your letter, however, the final amount paid to the contractor was $59,643.45, which includes $606.29 which was paid for force account items. The State Highway Commission has authorized payment of the semi-final and final estimates. The semi-final payment, in the amount of $3,824.07, will be released as soon as the warrant is received from the Secretary of State; final payment, in the amount of $1,760.69, will be released on or after July 27, 1945.

We have no record of any claims against this job.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBO gl

**UNITED STATES FIDELITY AND GUARANTY COMPANY**
**HELENA OFFICE**
**SUITE 27, UNION BANK BUILDING, HELENA, MONT.**
**TELEPHONE: 243**

**DON W. JACOBUS**
Manager

July 17, 1945

IN REPLYING TO THIS LETTER, PLEASE REFER TO FILE NO. 12-197-44

State Highway Department
Salem, Oregon

Gentlemen:

Bond #12-197-44 - Charles Shannon and Son, Contract No. 2700 - Grading and Paving, Roseburg Access Road Project, Douglas County, Pacific Highway and North Umpqua County Road - $50,954.00

On November 4 this Company executed a Performance Bond, in the sum of $50,954.00, on behalf of Charles Shannon and Son, covering the captioned contract.

According to our records this job should have been completed April 30, 1945, and it has been completed, will you kindly advise the basis on which final settlement was made with Charles Shannon and Son. This information is necessary in order to adjust our records.

Yours truly,

Don W. Jacobus, Manager

By J Judd

ANSWERED
H. B. GLAISTER

jj
enc.

REFERRED TO
Mrs. Lewis
BY SECRETARY

give me the facts re this
HBG

RECEIVED
JUL 19 1945
OREGON
STATE HIGHWAY COMMISSION

E-1 2-44

RECEIVED
18 1945
FOR FILING

DA-RM 85-1

July 17,1945

United States Fidelity and Guaranty Co.,
Commercial Abstract Company, Agents,
Roseburg
Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2700, for work on the Roseburg Access Road Project of the Pacific and N. Umpqua County Road, in Douglas County, has been completed by the contractor, Chas. Shannon & Son, and that final payment in the amount of $1,760.69 will be made on or after July 27, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands insurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $59,643.45, of which amount $606.29 represents the amount of force account items. This contract was completed on June 25, 1945, and accepted by the Commission on July 9, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

gl

NOTED ON CA

7-17-45 JS

DA-RM 85-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
~~DISTRICT ONE~~

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 23 1945
FOR FILING

July 14, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-RM 85(1), Roseburg Access Road on North Umpqua Highway ____________, was made by a representative of this office on June 14, 1945.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
~~Division~~ Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
JUL 1 1945
OREGON
STATE HIGHWAY COMMISSION

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RECEIVED
JUL 12 1945
FOR FILING

DA-RM 85-1

July 10, 1945

United States Fidelity and Guaranty Co.,
Commercial Abstract Company, Agents,
Roseburg
Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Chas. Shannon & Son on contract No. 2700, covering grading and paving on the Roseburg Access Road Project on Pacific and North Umpqua County Road, in Douglas County. This payment, in the amount of $3,824.07, will be made on or after July 20, 1945. The retained percentage is $1,790.19.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

[redacted] STATE HIGHWAY COMMISSION

By
Secretary

gl

NOTED ON CARD
7-10-45-

Form E-1—5M—6-44

DA-RM 85 (1)

# OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 30, 1945

Section Roseburg Access Road Project

Kind of work Grading and Paving

Highway Pacific and N. Umpqua County Road

Section prefix 10-1029

Contractor Chas. Shannon & Son

Contract number 2700

Date of contract Oct. 26, 1944

Date of completion April 30, 1945

Date work started Nov. 17, 1944

Estimated date of completion June 25, 1945

Amount of contract $50954.

Per cent of time elapsed 100 plus %

Estimated cost of completed project, exclusive of engineering $65210.

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 5900., 9 %

Date project was completed June 25, 1945

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor worked a dozer Monday June 25, completing shaping of fill of waste materials at N. End of Job. Took all material and equipment off the job to railroad siding. All work completed June 25 by contractor.

Res. Engineer worked all week in office on final estimate, and turned it in to division office.

NOTED
RALPH EGGSTAFF

RECEIVED
JUL 2 1945
OFFICE OF
[illegible] ENGINEER

NOTED
E A PEASE

P P Whitmore

Signed P. P. Whitmore, Res. Engineer.

Address Roseburg, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 0.52 | 0.52 |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed | 6300 | 5500 |  |  | 2182 ? |
| Total estimated quantities | 6300 | 5500 |  |  |  |
| Estimated quantities moved or placed to date |  |  |  |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day | 1 |  |  |  |  |
| Hours per shift | 8 |  |  |  |  |
| Average force on project for week | 1 |  |  |  |  |

Percentages of men employed on contract to be secured from:

........ County, ....%; ........ County, ....%; ........ County, ....%; ........ County, ....%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors | 1 |  |  |  |  |  | 1 |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels ........, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants ........

Compressors ........, Bulldozers 1, Sheep-foot rollers ........, . . . . . . ........, . . . . . . ........, . . . . . . ........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair all week |  |  |
| Monday |  |  |  |
| Tuesday |  |  |  |
| Wednesday |  |  |  |
| Thursday |  |  |  |
| Friday |  |  |  |
| Saturday |  |  |  |

RECEIVED
MAY 25 1945
FOR FILING

DA-RM 85 (1)

#2700

May 22, 1945

The California Oregon Power Company
Medford, Oregon

Attention: Mr. V. W. Hammond

Gentlemen:

Complying with your request in Purchase Order No. 582, dated May 21, 1945, we are mailing, under separate cover, black line prints of Federal Aid Sheets 3, 3A and 4 of the Roseburg Access Road Project.

Your order wasn't particularly clear as to what prints were desired, so we have assumed that you referred to our latest contract near Roseburg.

We are returning herewith your Purchase Order No. 582, as no charge will be made for these prints.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

Dictated by J. Rhodes/ER

RECEIVED
MAY 17 1945
FOR FILING

DA-RM85 (1)

May 17, 1945

Chas. Shannon & Son
P. O. Box 270
Roseburg
Oregon

Gentlemen:

The State Highway Commission, at its meeting on May 24, 1945, granted you the extension of time requested, from April 30, 1945, to June 29, 1945, without penalty, in connection with contract No. 2700 for grading and paving the Roseburg Access Road Project Section on the Pacific and North Umpqua County Road, in Douglas County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG gl

cc: S.H.Probert
G.S.Paxson
M.H.Hawks

RECEIVED
1945
FOR FILING

DA-RM 85-1

May 7th, 1945

Mr. W. R. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 2700, Roseburg Access Road, DA-RM 85(1), Chas. Shannon & Son, contractors, from April 30th, 1945 to June 29th, 1945.

The extension is necessary for the reason that the State Highway Department requested the contractors to assume some additional work to provide additional traffic lanes at the crossing of the railroad spur. It was found that the Interstate Commerce Commission's ruling that all buses and trucks stop at this crossing was blocking the only lane and causing a traffic hazard.

In addition, the contractors had some bother with high water in the river which prevented them securing backfill material.

I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

B

cc to: H. G. Smith

RECEIVED
PR 20 19
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

DA-RM 85-1

POST OFFICE BUILDING
PORTLAND, OREGON

April 18, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-RM 85(1)
Roseburg Timber Access Road.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
APR 19 1945
OREGON
STATE HIGHWAY COMMISSION

Tom

4811

#04pr-20459

Form P. R. 2

State Oregon

Project No. DA-RM 85(1)

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of March, 1945

by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: and the Defense Highway Act of 1941

Whereas the Highway Department of said State submitted on the ______ day of ______, 19__, a project statement, which was approved on the ______ day of ______, 19__, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Sections~~ ______ ~~of~~ said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 28th day of August 1944; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-four thousand, eight hundred forty-seven and 00/100 dollars ($24,847.00) as the share of the United States payable under said act on account of ~~Sections~~ ______ ~~of~~ said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds made available for the construction of access roads under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress). Any part of the cost of the project not so financed shall be made available in the following manner: Chap. 175, laws 1917; Chap. 51, laws 1920; Chap. 529, laws 1939.

(Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

## ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+45 at the Pacific Highway and survey station 8+75.4 on E. Second Avenue South with a "Y" connection to Winchester Street, survey stations 4+11 to 7+33, all in Roseburg

, length 0.218 of a mile~~s~~ in Douglas County, being ~~Section~~ ~~xxx~~ Oregon Defense Access project No. DA-[illegible] 85(1), consisting of 0.186 of a miles of roadway and 1 bridge~~s each~~ of more than 20 feet clear span, 0.032 of a mile in length.

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. ~~Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.~~

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (public Law 295 - 77th Congress).

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ ________ ~~of~~ said project shall not in any event exceed the sum of twenty-four thousand, eight hundred forty-seven and 00/100 dollars ($24,847.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-eight thousand, eight hundred forty-seven and 00/100 dollars ($38,847.00), the approved total estimated cost of ~~Section~~ ________ ~~of~~ said project.

## PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of

MAR 28 1945 ________, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By Arthur W. Schaupp
Member, State Highway Commission
(Title of officer)

By ________
Member, State Highway Commission
(Title of officer)

By ________
(Title of officer)

By ________
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest
SECRETARY

FEDERAL WORKS ADMINISTRATOR,

By W J O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11879

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)*

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-[illegible] 85(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ [illegible],847.00 as the total estimated cost of said project, and the sum of $ 21,847.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of ____ one thousand nine hundred and MAR 28 1945

Federal Works Administrator,

By ____
Acting Commissioner of Public Roads.

RECEIVED

U. S. GOVERNMENT PRINTING OFFICE 16—10120

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 27, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon DA-RM 85(1), Roseburg Access Road Project on the Pacific Highway and North Umpqua Road.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
Division Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
FEB 28 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

PA-RM 85 (1)

February 16, 1945

United States Fidelity & Guaranty Company,
Suite 27, Union Bank Building,
Helena, Montana.

Attention: Don W. Jacobus, Mgr.

Gentlemen:

This is to acknowledge receipt of your letter of February 13th, relative to your Bond #12-197-44, in the sum of $50,954.00, issued on behalf of Charles Shannon & Son for the construction of the Roseburg Access Road Project.

You state that it is your understanding that this job was completed as of January 31, 1945; however, our records indicate that this job is only approximately 35% complete at this time, and it is not anticipated that the job will be finished prior to the scheduled completion date of April 30, 1945. To date, payments made to the contractor amount to $17,904.99.

Please note your records accordingly, and if additional information is desired, please advise.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

jee

**UNITED STATES FIDELITY AND GUARANTY COMPANY**
HELENA OFFICE
SUITE 27, UNION BANK BUILDING, HELENA, MONT.
TELEPHONE: 243

DON W. JACOBUS
Manager

Feb. 13, 1945

IN REPLYING TO THIS LETTER, PLEASE
REFER TO FILE NO. 12-197-44

State Highway Department
Salem, Oregon

Gentlemen:

Bond #12-197-44 - Charles Shannon and Son,
of Great Falls, Montana ($50,954.00)

On November 4, 1944 this Company executed a Performance Bond, in the sum of $50,954.00, on behalf of Charles Shannon and Son, for construction of the Roseburg Access Road, Project No. DARM 85 (1).

It is our understanding that this job was completed as of January 31, 1945. In order that we may adjust our records, it will be appreciated if you will kindly advise the basis on which final settlement is made with Charles Shannon and Son.

Thanking you, we are

Yours truly,

Don W. Jacobus, Manager

By

jj
enc.

REFERRED TO [illegible]
BY SECRETARY

prepare reply

RECEIVED
FEB 1[illegible] 1945
OREGON
STATE HIGHWAY COMMISSION

17,904.99
35%

E—1 2-44

RECEIVED
MAR 1 - 1945
FOR FILING

DA-RM 85 (1)

February 6, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Roseburg Access Road, Project No. DA-RM 85 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-WR 85 (1)

## ROSEBURG ACCESS ROAD PROJECT ON THE PACIFIC HIGHWAY AND NORTH UMPQUA ROAD IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 31, 1945

| | | | | |
|---|---|---|---|---|
| All Required | | Preliminary Engineering | | $ 500.00 |

### CONSTRUCTION

(Sta. 0+45 to 4+86.5) (24' Pavement)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (20%) | | $ 200.00 |
| 60 | lin. ft. | Removal of Curbs | $ 0.75 | 45.00 |
| 40 | sq. yds. | Removal of Walks | 1.00 | 40.00 |
| 30 | cu. yds. | Structural Excavation, Unclassified | 3.00 | 90.00 |
| 360 | cu. yds. | General Excavation, South Unit, Unclassified | 1.20 | 432.00 |
| All Required | | Finishing Roadbed and Slopes (20%) | | 500.00 |
| 280 | lin. ft. | 8" Perforated Concrete Drain Pipe | 1.00 | 280.00 |
| 30 | lin. ft. | 8" Sewer Pipe | 1.00 | 30.00 |
| 17 | cu. yds. | Rock or Gravel Backfill in Drains | 4.00 | 68.00 |
| 1 | only | Concrete Catch Basin | 40.00 | 40.00 |
| 13 | cu. yds. | Concrete Curb and Gutter | 35.00 | 455.00 |
| 700 | cu. yds. | Pit-run Gravel Base | 1.50 | 1,050.00 |
| 100 | cu. yds. | 3/4" - 0" Material in Leveling Course and Shoulders | 3.00 | 300.00 |
| 16 | M-gals. | Sprinkling | 1.50 | 24.00 |
| 300 | tons | Class "B" Asphaltic Concrete | 7.50 | 2,250.00 |
| 1 | ton | Furnishing and Placing Emulsified Asphalt in Seal Coat | 40.00 | 40.00 |
| 4 | cu. yds. | Furnishing and Placing Fine Aggregate in Seal Coat | 10.00 | 40.00 |
| | | Subtotal | | $ 5,884.00 |
| | | 10% Engr. & Cont. | | 588.00 |
| | | Total | | $ 6,472.00 |

| | |
|---|---|
| Length | .051 mile |
| Cost per mile | $126,909.80 |

(Sta. 4+86.9 to 8+75.4)(Nye Connection, Sta. 4+11.0 to 7+33)
(35' Pavement)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (30%) | | $ 300.00 |
| 20 | sq. yds. | Removal of Pavement | $ 1.00 | 20.00 |
| 300 | lin. ft. | Removal of Curb | 0.75 | 225.00 |
| 170 | sq. yds. | Removal of Walks | 1.00 | 170.00 |
| 3 | only | Removal of Catch Basins | 20.00 | 60.00 |
| 120 | cu. yds. | Structural Excavation, Unclassified | 3.00 | 360.00 |
| 1,400 | cu. yds. | General Excavation, South Unit, Unclassified | 1.20 | 1,680.00 |
| All Required | | Finishing Roadbed and Slopes (30%) | | 750.00 |
| 800 | lin. ft. | 8" Perf. Concrete Drain Pipe | 1.00 | 800.00 |
| 250 | lin. ft. | 6" Sewer Pipe | 1.00 | 250.00 |
| 20 | lin. ft. | 12" Sewer Pipe | 1.50 | 30.00 |
| 150 | lin. ft. | 12" Concrete Pipe | 1.50 | 225.00 |
| 60 | lin. ft. | Extra for Installing Pipe Under Pavement | 3.00 | 180.00 |
| 48 | cu. yds. | Rock or Gravel Backfill in Drains | 4.00 | 192.00 |
| 70 | lin. ft. | Salvaging Culvert Pipe | 1.00 | 70.00 |
| 5 | only | Concrete Catch Basins | 40.00 | 200.00 |
| 1 | only | Type "H" Manholes | 200.00 | 200.00 |
| 1 | only | Adjustment of Manholes | 25.00 | 25.00 |
| 1 | only | Adjustment of Catch Basins | 25.00 | 25.00 |
| 33 | cu. yds. | Concrete Curb and Gutter | 35.00 | 1,155.00 |
| 170 | sq. yds. | Concrete Walks | 4.00 | 680.00 |
| All Required | | Constructing Recesses for Traffic Control Markers (30%) | | 120.00 |
| 1,300 | cu. yds. | Pit-run Gravel Base | 1.50 | 1,950.00 |
| 220 | cu. yds. | 3/4" - 0" Material in Leveling Course and Shoulders | 3.00 | 660.00 |
| 30 | M-gals. | Sprinkling | 1.50 | 45.00 |
| 610 | tons | Class "B" Asphaltic Concrete | 7.50 | 4,575.00 |
| 2 | tons | Furnishing and Placing Emulsified Asphalt in Seal Coat | 40.00 | 80.00 |
| 8 | tons | Furnishing and Placing Fine Aggregate in Seal Coat | 10.00 | 80.00 |
| | | | Subtotal | $15,107.00 |
| | | | 10% Engr. & Cont. | 1,510.00 |
| | | | Total | $16,617.00 |
| | | Length | .135 mile | |
| | | Cost per mile | $123,094.07 | |

Deer Creek Bridge (Sta. 0+80 to 2+53)

| | | | | |
|---|---|---|---|---|
| All Required | | Shoring, Cribbing, Etc. | | $ 900.00 |
| 100 | cu. yds. | Structural Excavation | $7.00 | 700.00 |

|  |  |  |  |  |
|---|---|---|---|---|
| 10 | cu. yds. | Structural Excavation Below Elevation Shown | $10.00 | $ 100.00 |
| 40 | cu. yds. | Class "A" Concrete | 40.00 | 1,600.00 |
| 700 | lbs. | Metal Reinforcement | 0.12 | 84.00 |
| 176 | lin. ft. | Log Trestle Superstructure | 48.00 | 8,448.00 |
| 290 | lin. ft. | 20" Logs in Place | 1.60 | 464.00 |
| 700 | lin. ft. | 18" Logs in Place | 1.25 | 875.00 |
| 5.0 | M-FBM | Lumber in Substructure | 140.00 | 700.00 |
|  |  | Subtotal |  | $13,871.00 |
|  |  | 10% Engr. & Cont. |  | 1,387.00 |
|  |  | Total |  | $15,258.00 |

Length .032 mile

## SUMMARY OF COSTS

| Item | Total Cost | Access Road Funds | County and City Funds |
|---|---|---|---|
| Preliminary Engineering | $ 500.00 | $ 320.00 | $ 180.00 |
| 24' Pavement | 6,472.00 | 4,140.00 | 2,332.00 |
| 30' Pavement | 16,617.00 | 10,628.00 | 5,989.00 |
| Bridge | 15,258.00 | 9,759.00 | 5,499.00 |
|  | $38,847.00 | $24,847.00 | $14,000.00 |

Funds for Construction: Chap. 279, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

Funds for Maintenance: Chap. 529, laws 1939

PR 46

**Roadway**

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Sept. 20, 1944

State Oregon

Completion Date (Est.) Dec. 15, 1944

Project No. [illegible] 85 (1)

Estimated Total Cost Roadway $ 18,125.25

Length: Miles .186

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 160 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 600 |
| 3 | Bituminous mat. | Gal. | 13,000 | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | | | | | |

PR 46

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Sept. 20, 1944 State Oregon

Completion Date (Est.) Dec. 31, 1944 Project No. DA-[illegible] 85 (1)

Estimated Total Cost Bridge $ 14,111.90 Length: Miles .032

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 63 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 700 |
| 3 | Bituminous mat. | Gal. | | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | 58 | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | 1,050 (logs) | | | | |

## NORTH ROSEBURG SECTION

## PROJECT NO. DA-RM 85 (1)

While negotiations for rights of way are in progress, seven parcels have not been secured, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be fully acquired within eighteen days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

August 24, 1944

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

November 18, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Herewith are three copies of agreements executed by the City of Roseburg and the State Highway Commission covering the maintenance of certain streets or routes designated as Oregon Project No. DA-[illegible] (1).

These agreements have been prepared in two sections, as the improvement covers two legs of a wye connection to the North Umpqua Road.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Staff Engineer

OC:me

Encl.

✓ cc Mr. J. W. Nash ✓

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

October 25, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Herewith are three signed copies of a resolution adopted by the City Council of Roseburg relative to traffic and encroachments for that part of Federal Access Road Project No. DA-RM 85 (1) which is the north leg of the project; also three copies of a resolution adopted by the city officials for the same project covering that part of the project which connects with the Pacific Highway.

The maintenance agreement has been signed by the city, and as soon as completed by the Highway Commission three copies will be forwarded to your office.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Staff Engineer

OC:ms

Encl.

✓ cc Mr. J. W. Nash ✓

Oregon State Highway Department — Federal Access Road
Project No. DA-RH 85 (1)

## ROSEBURG ACCESS ROAD PROJECT ON THE PACIFIC HIGHWAY AND NORTH UMPQUA ROAD IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 21, 1944

| | | | | | |
|---|---|---|---|---|---|
| All Required | | Preliminary Engineering | | $ | 500.00 |

### CONSTRUCTION

(Sta. 0+45 to 3+86.5) (24' Pavement)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (20%) | | $ 200.00 |
| 60 | lin. ft. | Removal of Curbs | $ .25 | 15.00 |
| 40 | sq. yds. | Removal of Walks | .50 | 20.00 |
| 30 | cu. yds. | Structural Excavation, Unclassified | 2.00 | 60.00 |
| 360 | cu. yds. | General Excavation, South Unit, Unclassified | 1.00 | 360.00 |
| All Required | | Finishing Roadbed and Slopes (20%) | | 60.00 |
| 280 | lin. ft. | 8" Perforated Concrete Drain Pipe | 1.00 | 280.00 |
| 30 | lin. ft. | 8" Sewer Pipe | .80 | 24.00 |
| 17 | cu. yds. | Rock or Gravel Backfill in Drains | 3.50 | 59.50 |
| 1 | only | Concrete Catch Basin | 35.00 | 35.00 |
| 13 | cu. yds. | Concrete Curb and Gutter | 30.00 | 390.00 |
| 700 | cu. yds. | Pit-run Gravel Base | 1.50 | 1,050.00 |
| 100 | cu. yds. | 3/4" - 0" Material in Leveling Course and Shoulders | 2.75 | 275.00 |
| 16 | M-gals. | Sprinkling | 2.00 | 32.00 |
| 300 | tons | Class "B" Asphaltic Concrete | 8.00 | 2,400.00 |
| 1 | ton | Furnishing and Placing Emulsified Asphalt in Seal Coat | 40.00 | 40.00 |
| 4 | cu. yds. | Furnishing and Placing Fine Aggregate in Seal Coat | 4.00 | 16.00 |
| | | | Subtotal | $ 5,216.50 |
| | | | 10% Engr. & Cont. | 521.65 |
| | | | Total | $ 5,738.15 |

Length .051 mile
Cost per mile $ 112,512.74

**(Sta. 4+86.4 to 8+75.4) (Eye Connection, Sta. 4+11.0 to 7+33)**
**(30' Pavement)**

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (30%) | | $ 150.00 |
| 160 | sq. yds. | Removal of Pavement | $ 1.00 | 160.00 |
| 300 | lin. ft. | Removal of Curb | .25 | 75.00 |
| 170 | sq. yds. | Removal of Walks | .50 | 85.00 |
| 3 | only | Removal of Catch Basins | 10.00 | 30.00 |
| 120 | cu. yds. | Structural Excavation, Unclassified | 2.00 | 240.00 |
| 1,400 | cu. yds. | General Excavation, South Unit, Unclassified | 1.00 | 1,400.00 |
| All Required | | Finishing Roadbed and Slopes (30%) | | 30.00 |
| 800 | lin. ft. | 8" Perforated Concrete Drain Pipe | 1.00 | 800.00 |
| 250 | lin. ft. | 8" Sewer Pipe | .80 | 200.00 |
| 20 | lin. ft. | 12" Sewer Pipe | 1.25 | 25.00 |
| 150 | lin. ft. | 12" Concrete Pipe | 1.50 | 225.00 |
| 60 | lin. ft. | Extra for Installing Pipe Under Pavement | 1.00 | 60.00 |
| 48 | cu. yds. | Rock or Gravel Backfill in Drains | 3.50 | 168.00 |
| 70 | lin. ft. | Salvaging Culvert Pipe | 1.00 | 70.00 |
| 5 | only | Concrete Catch Basins | 35.00 | 175.00 |
| 1 | only | Type "B" Manholes | 75.00 | 75.00 |
| 1 | only | Adjustment of Manholes | 10.00 | 10.00 |
| 1 | only | Adjustment of Catch Basins | 10.00 | 10.00 |
| 33 | cu. yds. | Concrete Curb and Gutter | 30.00 | 990.00 |
| 170 | sq. yds. | Concrete Walks | 2.00 | 340.00 |
| All Required | | Constructing Recesses for Traffic Control Markers (30%) | | 30.00 |
| 1,300 | cu. yds. | Pit-run Gravel Base | 1.50 | 1,950.00 |
| 220 | cu. yds. | 3/4" - 0" Material in Leveling Course and Shoulders | 2.75 | 605.00 |
| 30 | M-gals. | Sprinkling | 2.00 | 60.00 |
| 610 | tons | Class "B" Asphaltic Concrete | 8.00 | 4,880.00 |
| 2 | tons | Furnishing and Placing Emulsified Asphalt in Seal Coat | 40.00 | 80.00 |
| 8 | tons | Furnishing and Placing Fine Aggregate in Seal Coat | 4.00 | 32.00 |
| | | | Subtotal | $ 12,875.00 |
| | | | 10% Engr. & Cont. | 1,287.50 |
| | | | Total | $ 14,162.50 |

Length .135 mile
Cost per mile $ 104,907.40

**Deer Creek Bridge (Sta. 0+80 to 2+53) (Low Bid Prices)**

| | | | | |
|---|---|---|---|---|
| All Required | | Shoring, Cribbing, Etc. | | $ 900.00 |
| 100 | cu. yds. | Structural Excavation | $ 7.00 | 700.00 |

|  |  |  |  |  |
|---|---|---|---|---|
| 10 | Cu. yds. | Structural Excavation Below Elevation Shown | $ 10.00 | $ 100.00 |
| 40 | Cu. yds. | Class "A" Concrete | 40.00 | 1,600.00 |
| 700 | lbs. | Metal Reinforcement | .12 | 84.00 |
| 176 | lin. ft. | Log Trestle Superstructure | 48.00 | 8,448.00 |
| 290 | lin. ft. | 20" Logs in Place | 1.60 | 464.00 |
| 700 | lin. ft. | 18" Logs in Place | 1.25 | 875.00 |
| 5.0 | M-FBM | Lumber in Substructure | 140.00 | 700.00 |
|  |  |  | Subtotal | $ 13,871.00 |
|  |  |  | 10% Engr. & Cont. | 1,387.10 |
|  |  |  | Total | $ 15,258.10 |
|  |  | Length | .032 mile |  |

## SUMMARY OF COSTS

| Item | Total Cost |
|---|---|
| Preliminary Engineering | $ 500.00 |
| 24' Pavement | 5,738.15 |
| 36' Pavement | 14,162.50 |
| Bridge | 15,258.10 |
|  | $ 35,658.75 |

Oregon State Highway Department

Federal Access Road
Project No. DA-RM 85 (1)

## FEDERAL ACCESS ROAD PROJECT ON THE PACIFIC HIGHWAY AND NORTH UMPQUA ROAD IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, ~~August 24~~, 1954

| | | | | |
|---|---|---|---|---|
| All Required | | Preliminary Engineering | | $ 500.00 |

### CONSTRUCTION

(Sta. 0+05 to 4+86.4) (24' Pavement)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (20%) | | $ 100.00 |
| 60 | lin. ft. | Removal of Curbs | $ .25 | 15.00 |
| 40 | sq. yds. | Removal of Walks | .50 | 20.00 |
| 30 | cu. yds. | Structural Excavation, Unclassified | 2.00 | 60.00 |
| 360 | cu. yds. | General Excavation, South Unit, Unclassified | 1.00 ~~.60~~ | ~~216.00~~ 360.00 |
| All Required | | Finishing Roadbed and Slopes (20%) | | 60.00 |
| 280 | lin. ft. | 8" Perforated Concrete Drain Pipe | 1.00 | 280.00 |
| 30 | lin. ft. | 6" Sewer Pipe | .80 | 24.00 |
| 17 | cu. yds. | Rock or Gravel Backfill in Drains | 3.50 | 59.50 |
| 1 | only | Concrete Catch Basin | 35.00 | 35.00 |
| 13 | cu. yds. | Concrete Curb and Gutter | 30.00 | 390.00 |
| 700 | cu. yds. | Pit-run Gravel Base | 1.50 | 1,050.00 |
| 100 | cu. yds. | 3/4" - 0" Material in Leveling Course and Shoulders | 2.75 | 275.00 |
| 16 | M-gals. | Sprinkling | 2.00 | 32.00 |
| 300 | tons | Class "B" Asphaltic Concrete | 8.00 ~~7.00~~ | ~~2,100.00~~ 2400.00 |
| 1 | ton | Furnishing and Placing Emulsified Asphalt in Seal Coat | 40.00 | 40.00 |
| 4 | cu. yds. | Furnishing and Placing Fine Aggregate in Seal Coat | 4.00 | 16.00 |
| | | Subtotal | | $ 4,772.50 5216.50 |
| | | 10% Engr. & Cont. | | 477.25 521.65 |
| | | Total | | $ 5,249.75 5738.15 |

Length .051 mile
Cost per mile $ 102,936.27
112,512.75

(Sta. 4+86.5 to 8+75.4)(Eye Connection, Sta. 4+11.0 to 7+33)
(36' Pavement)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (30%) | | $ 150.00 |
| 80 | sq. yds. | Removal of Pavement | $ 1.00 | 80.00 |
| 300 | lin. ft. | Removal of Curb | .25 | 75.00 |
| 170 | sq. yds. | Removal of Walks | .50 | 85.00 |
| 3 | only | Removal of Catch Basins | 10.00 | 30.00 |
| 120 | cu. yds. | Structural Excavation, Unclassified | 2.00 | 240.00 [illegible] |
| 1,400 | cu. yds. | General Excavation, South Unit, Unclassified | 1.00 ~~.50~~ | ~~700.00~~ 1,400.00 |
| All Required | | Finishing Roadbed and Slopes (30%) | | 90.00 |
| 800 | lin. ft. | 8" Perforated Concrete Drain Pipe | 1.00 | 800.00 |
| 250 | lin. ft. | 8" Sewer Pipe | .80 | 200.00 |
| 20 | lin. ft. | 12" Sewer Pipe | 1.25 | 25.00 |
| 150 | lin. ft. | 12" Concrete Pipe | 1.50 | 225.00 |
| 60 | lin. ft. | Extra for Installing Pipe Under Pavement | 1.00 | 60.00 |
| 48 | cu. yds. | Rock or Gravel Backfill in Drains | 3.50 | 168.00 |
| 70 | lin. ft. | Salvaging Culvert Pipe | 1.00 | 70.00 |
| 5 | only | Concrete Catch Basins | 35.00 | 175.00 |
| 1 | only | Type "B" Manholes | 75.00 | 75.00 |
| 1 | only | Adjustment of Manholes | 10.00 | 10.00 |
| 1 | only | Adjustment of Catch Basins | 10.00 | 10.00 |
| 33 | cu. yds. | Concrete Curb and Gutter | 30.00 | 990.00 |
| 170 | sq. yds. | Concrete Walks | 2.00 | 340.00 |
| All Required | | Constructing Recesses for Traffic Control Markers (30%) | | 30.00 |
| 1,300 | cu. yds. | Pit-run Gravel Base | 1.50 | 1,950.00 |
| 220 | cu. yds. | 3/4" - 0" Material in Leveling Course and Shoulders | 2.75 | 605.00 |
| 30 | M-gals. | Sprinkling | 2.00 | 60.00 |
| 610 | tons | Class "B" Asphaltic Concrete | ~~7.00~~ 8.00 | ~~4,270.00~~ 4880.00 |
| 2 | tons | Furnishing and Placing Emulsified Asphalt in Seal Coat | 40.00 | 80.00 |
| 8 | tons | Furnishing and Placing Fine Aggregate in Seal Coat | 4.00 | 32.00 |
| | | Subtotal | | ~~$ 11,705.00~~ 12875.00 |
| | | 10% Engr. & Cont. | | ~~1,170.50~~ 1287.50 |
| | | Total | | ~~$ 12,875.50~~ 14162.50 |
| | | Length | .135 mile | |
| | | Cost per mile | ~~$ 95,374.07~~ # 104 907.40 | |

**Deer Creek Bridge** (Sta. 0+80 to 2+53) ( Low Bid. Prices)

| | | | | |
|---|---|---|---|---|
| All Required | | Shoring, Cribbing, Etc. | | $ ~~250.00~~ [illegible] |
| 100 | cu. yds. | Structural Excavation | $ ~~5.00~~ 7.00 | ~~500.00~~ 700.00 |

|  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|
| 10 | cu. yds. | Structural Excavation Below Elevation Shown | $10.00 |  | $ 100.00 |  |
| 40 | cu. yds. | Class "A" Concrete | ~~25.00~~ | 40.00 | ~~1,000.00~~ | 1,600.00 |
| 700 | lbs. | Metal Reinforcement | ~~.07~~ | .12 | ~~49.00~~ | 84.00 |
| 176 | lin. ft. | Log Trestle Superstructure | ~~50.00~~ | 48.00 | ~~8,800.00~~ | 8448.00 |
| 290 | lin. ft. | 20" Logs in Place | ~~2.00~~ | 1.60 | ~~580.00~~ | 464.00 |
| 700 | lin. ft. | 18" Logs in Place | ~~1.50~~ | 1.25 | ~~1,050.00~~ | 875.00 |
| 5.0 | M-FBM | Lumber in Substructure | ~~100.00~~ | 140.00 | ~~500.00~~ | 700.00 |
|  |  | Subtotal |  |  | $ ~~12,829.00~~ | 13 871.00 |
|  |  | 10% Engr. & Cont. |  |  | ~~1,282.90~~ | 1387.10 |
|  |  | Total |  |  | $ ~~14,111.90~~ | 15258.10 |

Length .032 mile

## SUMMARY OF COSTS

| Item | Total Cost |  |
|---|---|---|
| Preliminary Engineering | $ 500.00 | 500.00 |
| 24' Pavement | ~~[illegible]~~ | 5738.15 |
| 36' Pavement | ~~[illegible]~~ | 14162.50 |
| Bridge | ~~14,111.90~~ | 15258.10 |
|  | $ ~~32,737.15~~ | 35658.75 |

October 21, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request of Mr. Davis by telephone, we are enclosing herewith seven copies of revised estimate to accompany plans and specifications for the Roseburg Access Road Project No. DA-WN 85 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

Dictated by J. W. Nash/ER

October 19, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

We are sending, under separate cover, five copies of bid proposals and five sets of blueprint plans for the Roseburg Access Road Project No. DA-WR 85 (1).

While no change has been made in the Federal Aid project, revision made on the State project has resulted in changes in the plans and the contract quantities.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. W. Nash/ER

August 24, 1944

Mr. W. M. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of Form PR 46 for the North Roseburg Project No. DA-RM 85 (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

Encl.

Dictated by J. W. Nash/ER

RECEIVED
FEB 7 - 1945
FOR FILING

DA-RM 85(1)

February 2, 1945

Mr. W. M. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is Extra Work Order No. 3, which contemplates the construction of two concrete driveways on the Roseburg Access Road Project, DA-RM 85 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dict. by R. Alvick/GS

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

DA-RM 85(1)

January 26, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

It is requested that the project agreement estimate for Oregon DA-RM 85(1), Roseburg Access Road be submitted as early as possible.

Under this project statement was also included work under the supervision of the Public Roads Administration and on which additional funds may be needed. It is therefore necessary that we know definitely the amount for which we will be obligated for the work under your supervision in order not to encroach on our obligation to you or needlessly close down any portion of the work on this highway.

Yours very truly,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Senior Highway Engineer.

RECEIVED
JAN 27 1945
OREGON
STATE HIGHWAY COMMISSION

File

FORM 2-1062 10M 9-44

**COMMISSIONERS**
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
JAN 20 1945
FOR FILING

DA-RM 85(1)

January 16, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is Order for Extra Work No. 2, covering the removal and resetting of forms for curbs on the Roseburg Access Road Project, DA-RM 85 (1).

Tentative approval of this work was obtained by Mr. H. G. Smith in telephone conversation of January 16, with Mr. T. M. Davis of your office.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

RECEIVED
JAN 16 1945
FOR FILING

DA-RM 85(1)

Salem, Oregon
January 13, 1945

Contr 27

Mr. K. D. Lytle
Division Highway Engineer
Roseburg, Oregon

Dear Sir:

With reference to the "turn-around" to be constructed at the north end of the Roseburg Access Road Project, and to your letter of January 3, you are authorized to reduce the radius of the turn-around as may be required to hold the construction within the limits of our present right of way ownership.

From such information as we have at hand, it appears that a reduction of 4 to 6 feet in radius, with a shifting of the center point, to the west, will accomplish the purpose.

Very truly yours,

R. H. Baldock
State Highway Engineer

[illegible]

cc to H. G. Smith

ORM E-39 8M 12-43

**OREGON STATE HIGHWAY COMMISSION**

**INTER-DEPARTMENT CORRESPONDENCE**

Roseburg, Oregon
Jan. 3, 1945

**SUBJECT:** 10-1029

**To:**

H. G. Smith
Construction Engineer

Dear Sir:

There was an error in placing the right-of-way line on the Roseburg Access Road plans and if we put in the circle at the north end, as shown, it will encroach five feet on private property.

Several years ago, we sold a portion of the old right-of-way to Ivan Edwards, so we own only fifty feet from the centerline. Edwards built a fruit stand which is located approximately as shown on the attached sketch.

Will you advise whether you want to change the radius of the turn-around or purchase additional right-of-way.

Very truly yours,

K. D. Lytle
K. D. LYTLE
Division Engineer

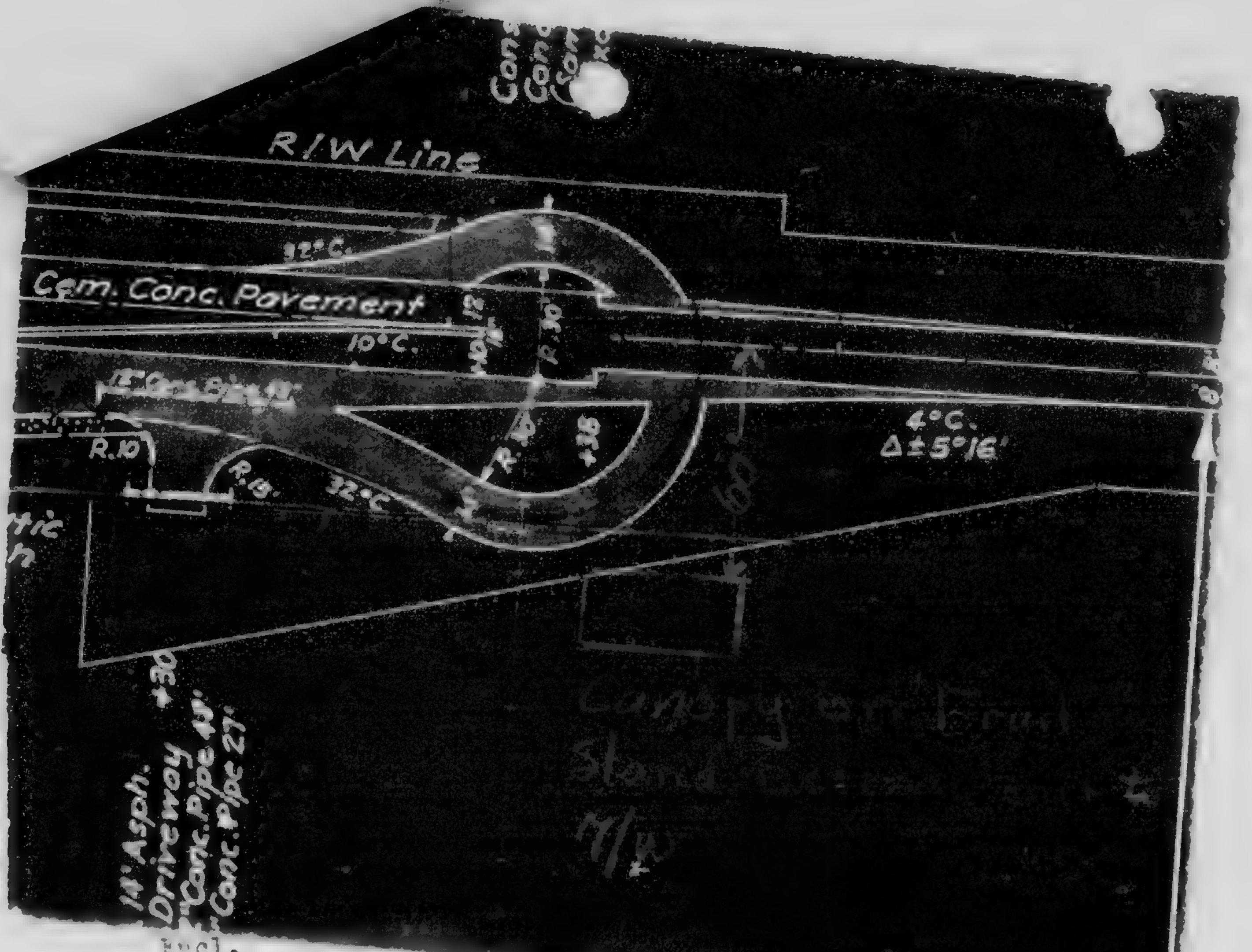
enc

RECEIVED
JAN 4 - 1945

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

MMISSION

4, 1944



Encl.

M

FORM E-123X 6M 12-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
[illegible] - 1944
FOR FILING

DA-RM 85(1)

December 4, 1944

File

Mr. W. R. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland (8), Oregon

Dear Sir:

Herewith, for your consideration and approval, is Order for Extra Work No. 1, covering the salvaging and relaying of 4-inch house sewers and furnishing new sewers to replace unserviceable joints, on the Roseburg Access Road Project, DA-RM 85 (1).

This work was tentatively approved by Mr. T. M. Davis of your office, by telephone, on November 28, 1944.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

FORM E-133X 6M 12-40

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
MAR 7 - 1945
FOR FILING

AGENDA
[illegible]

EH-RM 85-1

November 17, 1944

L 1373 1-2

Mr. A. W. Schaupp,
State Highway Commissioner,
613 1/2 Main Street,
Klamath Falls, Oregon.

Dear Mr. Schaupp:

Some time ago the Commission officially authorized me to cooperate with the City of Roseburg in the acquisition of rights of way for the access road. Conforming with that instruction I have instituted three condemnation actions, one of which involves the Hammock property. On the Hammock property there is a service station which we tried to buy, but the owners would not sell for the reason that they need the station and cannot buy new equipment; so we have arranged to move the station back on the defendants' property and that item will then be taken out of the condemnation action in the event the case has to be tried. However, we are still negotiating for a settlement to avoid the costs of litigation.

We called for competitive bids for the moving of the service station and we received two bids, one for $1742.75 and one for $1782. The owners called for bids and a local man bid $2150. The low bid was accepted and the owners are having the service station moved at that figure. As soon as the moving is completed we are under obligation to pay the owner of the land the moving costs so that he may pay the mover.

The Commission authorized the condemnation action, but has not yet approved the payment of any items. Of course from a legal standpoint, having authorized the condemnation, the Commission is under obligation to pay whatever costs are determined as a result of the case. If the case is tried the moving costs will be taken from the jury and the property valued just as property. I recommend that the Commission approve the payment of this item of $1742.75. When these transactions are completed the City will reimburse the State for all of its expenditures.

If you accept my recommendation, will you please note your approval on the copy of this letter which is enclosed and mail it back to me so that this transaction can move on to completion before the next meeting. The transaction can then be ratified in the minutes of the next meeting.

Yours very truly,

JMD:PW

J. M. DEVERS

I approve payment of the moving costs in the sum of $1742.75.

Arthur W Schaupp
Commissioner

R.E.

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

November 17, 1944

Mr. Merle R. Chessman,
State Highway Commissioner,
% Astoria Budget,
Astoria, Oregon.

Dear Mr. Chessman:

Some time ago the Commission officially authorized me to cooperate with the City of Roseburg in the acquisition of rights of way for the access road. Conforming with that instruction I have instituted three condemnation actions, one of which involves the Hammock property. On the Hammock property there is a service station which we tried to buy, but the owners would not sell for the reason that they need the station and cannot buy new equipment, so we have arranged to move the station back on the defendants' property and that item will then be taken out of the condemnation action in the event the case has to be tried. However, we are still negotiating for a settlement to avoid the costs of litigation.

We called for competitive bids for the moving of the service station and we received two bids, one for $1742.75 and one for $1782. The owners called for bids and a local man bid $2150. The low bid was accepted and the owners are having the service station moved at that figure. As soon as the moving is completed we are under obligation to pay the owner of the land the moving costs so that he may pay the mover.

The Commission authorized the condemnation action, but has not yet approved the payment of any items. Of course from a legal standpoint, having authorized the condemnation, the Commission is under obligation to pay whatever costs are determined as a result of the case. If the case is tried the moving costs will be taken from the jury and the property valued just as property. I recommend that the Commission approve the payment of this item of $1742.75. When these transactions are completed the City will reimburse the State for all of its expenditures.

If you accept my recommendation, will you please note your approval on the copy of this letter which is enclosed and mail it back to me so that this transaction can move on to completion before the next meeting. The transaction can then be ratified in the minutes of the next meeting.

Yours very truly,

J. M. DEVERS

JMD:PW

I approve payment of
the moving costs in the
sum of $1742.75.
M R Chessman

RECEIVED
NOV 17 1944
FOR FILING

DA-RM85(1)

#2700

Salem, Oregon
November 16, 1944

Mr. S. H. Probert
Office Engineer
Office

Dear Sir:

We are handing you herewith one fully executed copy of an agreement between the State Highway Commission, Douglas County and the City of Roseburg, covering the construction of the Roseburg Access Road on the Pacific Highway and North Umpqua County Road in Douglas County. This copy is for your records and files.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:IK
enc.
cc H. O. Smith

FORM [illegible]

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1944

SUBJECT: Agreement

To:

Mr. C. B. McCullough

Office

Dear Sir:

I am returning to you herewith two copies of the agreement between the State Highway Commission, Douglas County and the City of Roseburg, covering the construction of the Roseburg Access Road project on the Pacific Highway and North Umpqua County Road in Douglas County.

These have been signed by all parties and are returned to you for further handling. I have retained the original of this agreement for the Commission's records and files, and have forwarded one executed copy to Douglas County and a like copy to the City of Roseburg.

Very truly yours,

Secretary.

HBG/jeo
Encls.

Write Burdick + H. G. S.

RECEIVED
NOV 16 1944
FOR FILING

DA-RM 85 (1)

November 15, 1944

Commercial Abstract Company,
Roseburg,
Oregon.

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2700, which was awarded to Chas. Shannon & Son by the State Highway Commission on October 26, 1944, covering grading and paving of the Roseburg Access Road section of the Pacific Highway and North Umpqua County Road in Douglas County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jec

RECEIVED
NOV 16 1944
FOR FILING

DA-RM 85(1)

November 15, 1944

Chas. Shannon & Son,
P. O. Box 270,
Roseburg, Oregon.

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2700, which was awarded to you on October 26, 1944 by the State Highway Commission, covering grading and paving of the Roseburg Access Road section of the Pacific Highway and North Umpqua County Road in Douglas County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jee

RECEIVED
NOV 14 1944
FOR FILING

FA-RM 85-1

Salem, Oregon
November 13, 1944

Agreement

Mr. C. B. McCullough

Office

Dear Sir:

I am returning to you herewith two copies of the agreement between the State Highway Commission, Douglas County and the City of Roseburg, covering the construction of the Roseburg Access Road project on the Pacific Highway and North Umpqua County Road in Douglas County.

These have been signed by all parties and are returned to you for further handling. I have retained the original of this agreement for the Commission's records and files, and have forwarded one executed copy to Douglas County and a like copy to the City of Roseburg.

Very truly yours,

Secretary.

HBG/jeo
Encls.

1944 D

FOR FILING

LA-RM 85-1

#3700

November 13, 1944

Hon. W. F. Harris, Mayor,
City of Roseburg, Ore.

Dear Sir:

I am handing you herewith for the records and files of the City of Roseburg, a fully executed copy of the agreement between the State Highway Commission, Douglas County and the City of Roseburg, covering the construction of the Roseburg Access Road Project on the Pacific Highway and the North Umpqua County Road.

The contract for the grading and paving of this project has been awarded by the Highway Commission to Chas. Shannon & Son, Roseburg, who submitted the low bid therefor in the amount of $50,954.00 on October 24, 1944. The contract for the construction of the Deer Creek Bridge, has been awarded to Harry I. Hamilton, Eugene, who submitted the low bid of $13,871.00 on September 11, 1944.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG//jee
Encl.

1944

FOR FILING

LA-RM 85-1

#3700

November 13, 1944

County Court,
Douglas County,
Roseburg, Oregon.

Gentlemen:

I am handing you herewith for the records and files of Douglas County, a fully executed copy of the agreement between the State Highway Commission, Douglas County and the City of Roseburg, covering the construction of the Roseburg Access Road Project on the Pacific Highway and the North Umpqua County Road.

The contract for the grading and paving of this project has been awarded by the Highway Commission to Chas. Shannon & Son, Roseburg, who submitted the low bid therefor in the amount of $50,954.00 on October 24, 1944. The contract for the construction of the Deer Creek Bridge, has been awarded to Harry I. Hamilton, Eugene, who submitted the low bid of $13,871.00 on Sept. 11, 1944.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG/jeo
Encl.

FORM 25M 6-43

RECEIVED
NOV 11 1944
FOR FILING

2A-RM 85-1

## OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1944

SUBJECT:

To:

Mr. H. B. Glaisyer,

Office.

Dear Sir:

At the last Commission meeting in connection with the disposition of the proposed Roseburg project Mr. Orcutt, City Attorney, left with me a $7,000 warrant or check covering the City's cash contribution to the project.

The check is dated September 6, 1944, and is No. 4427 and is made payable to the Oregon State Highway Commission in the sum of $7,000.

The agreement has to be rewritten and some other things have to be done before the project can go forward, and will not go forward unless a satisfactory bid is received in response to the second call. In the meantime, the City Attorney authorized this office to hold the $7,000 check. I am handing you that check and suggest that it be placed in the safe. I do not think it necessary or advisable that the check be cashed at this time.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW
Enc.

Deposited in general fund 11/13/44
HBG

REFERRED TO
Crews
BY SECRETARY

Record and file in safe.
HBG

RECEIVED
OCT 31 1944
FOR FILING

DA-RM 85 (1)

October 28, 1944

Chas. Shannon & Son
Box 270
Roseburg, Oregon

Gentlemen:

We are sending you today, by ~~parcel post~~ express, four copies of contract No. 2700, which was awarded to you by the State Highway Commission on October 26, 1944, covering the Roseburg Access Road Project on the Pacific and North Umpqua County Road, in Douglas County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

M

FORM E-122X 6M 12-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
NOV 4 - 1944
FOR FILING

DA-RM 85-1

October 27, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland (8), Oregon

Dear Sir:

We are enclosing herewith four copies of right of way statement for the Roseburg Access Road, Project No. DA-RM 85 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. W. Nash/GS

Encl.

RECEIVED
DEC 11 1944
FOR FILING

DA-RM 8519

October 26, 1944

Chas. Shannon & Son,
Roseburg,
Oregon.

Gentlemen:

This letter is to confirm the information given you in my wire of this date, advising you that the State Highway Commission today awarded to you the contract for the construction of the Roseburg Access Road Project on the Pacific Highway and North Umpqua County Road, in Douglas County, for which you submitted the low bid of $50,954.00 on October 24, 1944.

We are now preparing the contract forms and these will be mailed to you shortly for execution as to the Agreement and Bond.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

RBG/jes

set confirmed

DA-RM 85(1)

State Highway Commission, Rm. 319, State Office Bldg.

|  |  |  |  |
|---|---|---|---|
| CLASS OF SERVICE DESIRED |  |  |  |
| DOMESTIC |  | CABLE |  |
| TELEGRAM X |  | ORDINARY |  |
| DAY LETTER |  | URGENT RATE |  |
| SERIAL |  | DEFERRED |  |
| OVERNIGHT TELEGRAM |  | NIGHT LETTER |  |
| SPECIAL SERVICE |  | SHIP RADIOGRAM |  |

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

RECEIVED
OCT 27 1944
FOR FILING

# COPY OF WESTERN UNION TELEGRAM

10-1029 DA-RM 85(1) Cont 2700

SALEM, OREGON, OCTOBER 26, 1944

CHAS. [illegible] & SON,
ROSEBURG, ORE.

THE STATE HIGHWAY COMMISSION HAS TODAY AWARDED YOU THE CONTRACT FOR THE CONSTRUCTION OF THE ROSEBURG ACCESS ROAD PROJECT ON THE PACIFIC HIGHWAY AND NORTH UMPQUA COUNTY ROAD FOR WHICH YOU SUBMITTED THE LOW BID ON OCTOBER 24, 1944. CONTRACT FORMS ARE NOW BEING PREPARED AND WILL BE FORWARDED TO YOU SHORTLY FOR EXECUTION.

H. B. GLAISYER, SECRETARY,
OREGON STATE HIGHWAY COMMISSION

CC: Confirmation
File ✓
Auditor (5001-900)

DA-RM 85(1)
# 227

RECEIVED
OCT 2 1944
FOR FILING

**CLASS OF SERVICE**
~~This~~ is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

# WESTERN UNION

(42)

A. N. WILLIAMS
PRESIDENT

1201

| SYMBOLS |
|---|
| DL=Day Letter |
| NL=Night Letter |
| LC=Deferred Cable |
| NLT=Cable Night Letter |
| Ship Radiogram |

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PR113 LG PD=PORTLAND ORG 26 1234P

R H BALDOCK, STATE HIGHWAY ENGINEER=

1944 OCT 26 PM 12 49

HEREWITH CONCURIN AWARD TODAY OF CONTRACTS OREGON DA-RM 85(1) UNIT 1, TO LOW BIDDERS, CHAS. SHANNON AND SON, GRADING AND PAVING AND HARRY I HAMILTON, DEER CREEK BRIDGE=

LYNCH.

DA-RM 85(1) 1.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

---

MR. W. M. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

REQUEST YOUR CONCURRENCE AWARD CONTRACTS TODAY AS FOLLOWS: ROSEBURG ACCESS ROAD GRADING AND PAVING TO CHAS. SHANNON & SON; DEER CREEK BRIDGE TO HARRY I. HAMILTON. RIGHT OF ENTRY TO ALL REQUIRED RIGHTS OF WAY OBTAINED

R. H. BALDOCK

ROY AGEE COUNTY CLERK
O. T. CARTER, SHERIFF
OLIVER L. JOHNSON, TREASURER
NED DIXON, ASSESSOR
LULA C. GORRELL, SCHOOL SUPT.
H. C. STEARNS, CORONER
F. C. FREAR, ROADMASTER
H. [illegible], SURVEYOR
AGNES [illegible], PROB. OFFICER

RECEIVED
NOV 2 - 1944
FOR FILING

DA-RM 85(1)

D. N. BUSENBARK, COUNTY JUDGE
H. B. ROADMAN, COMMISSIONER
J. R. HUTCHINSON, COMMISSIONER
J. V. LONG, DISTRICT ATTORNEY

COUNTY COURT
FIRST WEDNESDAY OF
EACH MONTH

**DOUGLAS COUNTY**
ROSEBURG, OREGON

October 21, 1944

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

We are enclosing a check for $7000.00, being Douglas County's participation in the change in the portion of the North Umpqua Timber Access Road here in Roseburg. We had overlooked the matter, as we had expected to send this to you sooner.

Very truly yours,

D N Busenbark

D. N. Busenbark
County Judge

DNB:W

NOTED
H. B. GLAISYER

check deposited in safe
until contract awarded.
HBG

RECEIVED
OCT 2 3 1944
STATE HIGHWAY COMMISSION

FORM E-120X

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
OCT 27 1944
FOR FILING

DA-RM 85(1)

October 19, 1944

File

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

We are sending, under separate cover, five copies of bid proposals and five sets of blueprint plans for the Roseburg Access Road Project No. DA-RM 85 (1).

While no change has been made in the Federal Aid project, revision made on the State project has resulted in changes in the plans and the contract quantities.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. W. Nash/ER

RECEIVED
OCT 23 1944
FOR FILING

DA-RM 85 (1)

Salem, Oregon
October 9, 1944

Mr. K. D. Lytle
Highway Division Engineer
Roseburg, Oregon

Dear Sir:

The following is in explanation of the traffic light operation at the proposed new intersection of the North Umpqua Road and the Pacific Highway:

1. There are to be 5 lights supported on 4 posts, located as shown on accompanying plan.

2. Lights will be referred to by numbers as shown on plan.

3. Light colors will be as indicated in following table:

| | Green | Flashing Red | Solid Red |
|---|---|---|---|
| Normal Condition | 1 and 5 | 4 | 2 and 3 |
| Vehicle approaching on road from cabins | 2 and 5 | - | 1, 3 and 4 |
| Vehicle approaching on N. Umpqua Road | 3 and 5 | - | 1, 2 and 4 |
| Train approaching on grade crossing | - | - | 1, 2, 3, 4 and 5 |

Lights will return to normal condition for one minute after each change to another condition.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:ER

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREGON

DA-RM 85-1

September 22, 1944

RECEIVED
SEP 23 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Referring to the P.S.& E. covering Oregon Project DA-RM 85(1) Unit 1, in Roseburg, a few minor details are noted which we wish to call to your attention.

It would seem desirable to indicate on the typical section sheets a note as to the seal coat required on the asphaltic concrete pavement. This same seal was provided in the specifications for Oregon SN-U-FAP 56-G(1).

On typical Section D-D, if there is likely to be much parking of vehicles between the pavement and sidewalk, it may be desirable to extend the gravel shoulder to the sidewalk in order to prevent a muddy, rutted condition along the roadside.

While we realize Federal funds are not involved in the construction of the North Unit it seems that the approach grade on the Winchester street connection to the Pacific Highway is rather steep with very short sight distance. It may be possible to excavate, say 3 feet at the summit of the 60 foot vertical curve on Winchester Street. However, conditions on the ground may not permit such a change without involving more work than is apparent from the plans, as we note an acceleration lane has been provided for traffic entering the Pacific Highway from Winchester Street.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

No reply necessary

REFERRED TO
Probert
By Chief Engineer

See on 56 Plans

Copy sent to Mr. Probert

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREGON

REC
AUG
FOR FILING

DA-RM 85-1

August 28, 1944

NOTED
State Highway Engineer

RECEIVED
AUG 30 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon DA-RM 85(1), Unit 1, Roseburg Access Road Project on the North Umpqua Road

Dear Sir:

The P.S.& E. submitted for Unit 1 of Oregon DA-RM 85 (1) are generally satisfactory and are today being recommended for approval--subject to final review and approval by the Commissioner. This letter is your authorization to advertise.

Concurrence in award will be necessarily withheld pending receipt of notice that right of entry has been secured for all right-of-way involved.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Copy sent to Mr. Probert

CONFIRMATION

DA-KM-85

PUBLIC ROADS ADMINISTRATION

RECEIVED
AUG 25 1944
OREGON
STATE HIGHWAY COMMISSION

PORTLAND, OREGON, AUGUST 24, 1944.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM, OREGON

OREGON PROJECT DAKM-85 NORTH UMPQUA TIMBER ACCESS CERTIFIED AUGUST 19 FOR CONSTRUCTION AND APPROVED MAY 1 FOR REIMBURSEMENT PEAR EXPENSE. WE ARE PREPARED TO AUTHORIZE ADVERTISEMENT UNIT 1 UPON RECEIPT SATISFACTORY PEAR AND PROVIDING RIGHT OF ENTRY FOR ALL RIGHTS OF WAY NOT ACQUIRED IS ASSURED. FEDERAL FUNDS AVAILABLE UNIT 1 $15,600. START OF CONSTRUCTION NEED NOT AWAIT PR-1-PA APPROVAL ON TIMBER ACCESS ROADS BUT APPROVAL NEEDED BEFORE CRITICAL MATERIAL CAN BE OBTAINED. UNDERSTAND YOU WILL COLLECT $14,000 CITY AND COUNTY COOPERATION THIS UNIT.

LYNCH.

CC: FEDERAL AID
CONFIRMATION

NOTED
State Highway Engineer

1

W. F. HARRIS, PRESIDENT
G. PARGETER, SECRETARY-TREASURER

**Douglas Abstract Company**
FOUNDED 1879
Abstracters - Trustees
DEALERS IN TIMBER LANDS

RECEIVED
OCT 23 1944
FOR FILING

LA-1-1185-1

AGENDA
SEP 11 1944

ROSEBURG, OREGON
August 24, 1944.

RECEIVED
AUG 25 1944
OREGON
STATE HIGHWAY COMMISSION

H B Glaisyer,
Secy Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

This is to acknowledge receipt of your letter of August 17th, notifying us that bids will be received for the construction of the Roseburg project September 11th, 1944.

This is to advise youthat the City will be represented by one or more members of the City Council at that meeting.

Very truly,

W. F. Harris

7 AM
Sept 11, 44

NOTED
H. B. GLAISYER

D

AGEE COUNTY CLERK
O. T. CARTER, SHERIFF
OLIVER L. JOHNSON, TREASURER
NED DIXON, ASSESSOR
EULA C. GORRELL, SCHOOL SUPT.
H. C. STEARNS, CORONER
F. C. FREAR, ROADMASTER
H. L. EPSTEIN, SURVEYOR
AGNES M. PITCHFORD, PROB. OFFICER

D. N. BUSENBARK, COUNTY JUDGE
H. B. ROADMAN, COMMISSIONER
R. HUTCHINSON, COMMISSIONER
J. V. LONG, DISTRICT ATTORNEY

COUNTY COURT
FIRST WEDNESDAY OF
EACH MONTH

DOUGLAS COUNTY
ROSEBURG, OREGON

AGENDA
SEP 11 1944

August 18, 1944

RECEIVED
AUG 21 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. H. B. Glaisyer, Sec'y
State Highway Commission
Salem, Oregon

Dear Sir:

We have received your letter of August 17, informing us of the meeting of the State Highway Commission on September 11, in Portland, Some of the Douglas County Court will be present at the meeting on that date.

Thank you for this information and for giving us the opportunity to attend.

Very truly yours,

Douglas County Court

By DNBusenbark

D.N. Busenbark
County Judge

9:30 AM
Sept 11

DNB:fhp

NOTED
H. B. GLAISYER

D

RECEIVED
[illegible] 1944

Const
Projects
Access Roads

Salem, Oregon
August 22, 1944

Agreement for construction
of Traffic Connections.

C&A 799

Mr. C. B. McCullough,

Office.

Dear Sir:

I am returning to you herewith, two executed copies of an Agreement between the State Highway Commission, Douglas County and the City of Roseburg, providing for the construction of more adequate traffic connections between the North Umpqua County Road and the Pacific Highway in Roseburg.

You will note that these have been executed by all parties and I am returning them to you for further handling. The original of this Agreement I have retained for the Commission's records and files, and I have forwarded an executed copy to the Douglas County Court and a copy to the City of Roseburg.

Very truly yours,

Secretary.

HBG/jee
Encls.

August 22, 1944

County Court of Douglas County,
Roseburg, Oregon.

Gentlemen:

Attached hereto for your information and for the records and files of the Douglas County Court, is a fully executed copy of the Agreement between the State of Oregon, Douglas County and the City of Roseburg, covering the construction of traffic connections between the North Umpqua County Road and the Pacific Highway at Roseburg.

I wish also to acknowledge receipt of the letter from Judge Busenbark, advising that the Douglas County Court will be represented at the meeting of the Highway Commission on Monday, September 11, 1944, when bids for this project are to be received by the State Highway Commission. I presume that such representative will be prepared to deliver to the State Highway Commission at such meeting the County's check in the amount of $7,000, as provided for in the attached Agreement.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/jeo
Encl.

August 22, 1944

Hon. W. F. Harris, Mayor,
City of Roseburg,
Roseburg, Oregon.

Dear Mr. Harris:

Enclosed for your information and for the records and files of the Roseburg City Council, is an executed copy of the Agreement between the State Highway Commission, Douglas County and the City of Roseburg, covering the proposed construction of traffic connections between the North Umpqua County Road and the Pacific Highway at Roseburg.

Bids for the construction of this project are to be received by the State Highway Commission at its meeting on Monday, September 11, 1944. I wrote you a few days ago advising that the Highway Commission will be pleased if the City Council is represented at this meeting for consultation in the study of the bids. I presume that such representative will be prepared to deliver to the State Highway Commission, before award of the contract, the City's check in the amount of $7,000, which is to be applied by the State as part-payment on the cost of Units A and B of the proposed construction, as provided for in the Agreement.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION.

HBG/jeo
Encl.

FORM E-128 15M 12-43

**COMMISSIONERS**
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Const
Projects
Access Roads

Roseburg

August 21, 1944

C. B. McCullough,

Office.

Dear Sir:

For your information I am enclosing a copy of a letter I received today from Mr. Harris of the Douglas Abstract Company, who I believe is also Mayor of the City of Roseburg, which letter has to do with the right of way which is to be procured by the City of Roseburg for use in connection with the contemplated county road-city street-state highway project.

Yours very truly,

JM Devers
J. M. DEVERS

JMD:PW
Enc.

cc H. G. Smith

NOTED
C. B. McCullough

C
O
P
Y

CITY OF ROSEBURG

Roseburg, Oregon

August 18, 1944

J. M. Devers,
State Highway Commission,
Salem, Oregon.

Dear Mr. Devers:

Referring to your letter of August 14, in reference to the State Highway improvements, in Roseburg, we believe Mr. Croft explained the situation to you over the phone yesterday.

This is to advise you we are proceeding as rapidly as possible in acquiring rights of way and do not anticipate any difficulty in securing these within the next few days.

There are one or two tracts which will no doubt have to be condemned but this need not hold up the program in any way.

Very truly yours,
Douglas Abstract Company,

By (sgd.) W. F. Harris

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Const.
Projects
Access Roads

Salem, Oregon
August 12, 1944

SUBJECT:

Roseburg

To: Mr. C. B. McCullough,

Office.

NOTED
C. B. McCullough

Dear Sir:

I reported orally this morning to H. G. Smith with respect to the tri-party agreement covering proposed street and highway construction in Roseburg.

I prepared, as you know, a form of agreement and submitted the same to the City and to the County. I stopped in Roseburg on my way through there Wednesday and discussed the matter briefly with the members of the Court and arranged to stop on my way back from Medford yesterday and pick up the executed contracts. This I did and I have five copies which have been executed by the County and City officials.

However, Judge Busenbark stated that it was his understanding with Mr. Lynch that the Government's money for the portion of the project covered by the said agreement would be available only in the event that the loggers deposied their $25,000 contribution. The Judge advised me that the loggers have not yet done so, although he is making some progress in his negotiations with them.

The members of the County Court said that the County is quite willing to go along on the project covered in the agreement without tying that part of the project up with the part toward which the loggers are to contribute.

I am passing this information on so that you may make such contact with Mr. Lynch as you deem advisable. I have reported these facts to Mr. Smith and he perhaps will discuss them with you or with Mr. Baldock, or with both of you. I am attaching the five copies of the agreement so that they may be brought to the attention of the Commission for execution. When they have been executed by the Commission please return all five copies to me so that I can have them attested by the County Clerk of Douglas County. I note that he has not attested the signatures of the members of the Court.

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:PW
Enc.

RECEIVED
JUN 1? 1944
FOR [illegible]

Const
Project
Access Funds

June 16th, 1944

Mr. H. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

I am attaching hereto estimates of cost for the Roseburg Timber Access Road Project, accompanied by map. The estimates are made out in four parts, two of which should be financed with access road funds and two from state funds. Those from access road funds are:

| | |
|---|---|
| Pacific Highway-E. Second Ave. Section | $24,700 |
| Winchester St.-E. Second St. Connection | 4,900 |
| | $29,600 |

Those to be financed by the State are:

| | |
|---|---|
| Winchester St. Junction Section | $16,700 |
| Deer Creek Junction Section | 2,700 |
| | $19,400 |

Of the total of $49,000.00, 60% will be paid from access road funds and 40% from state funds.

R. H. Baldock
State Highway Engineer

B

cc to: H. G. Smith

ESTIMATE OF COST
Roseburg Timber Access Road Project
Deer Creek Junction Section
Pacific Highway

Sta. 1598+19.4 to Sta. 1603+19.4
Asphaltic Concrete Widening
Concrete Curb & Oiled Footpath

5-Inch Asphaltic Concrete
2-Inch Rock Leveling Course
16-Inch Rock Base

| Item | Quantity | Unit Price | Amount |
|---|---|---|---|
| Removal of Curb and Gutter | 360 Lin. Ft. | $ 0.15 | $ 54.00 |
| General Excavation Unclassified | 60 Cu.Yds. | 0.60 | 36.00 |
| Remove & Construct Catch Basin | All Required | Lump | 55.00 |
| Concrete Curb | 320 Lin. Ft. | 1.00 | 320.00 |
| Concrete Traffic Separator | 430 Lin.Ft. | 1.00 | 430.00 |
| Concrete Planting Islands | 30 Cu.Yds. | 40.00 | 1,200.00 |
| Rock Base | 40 Cu. Yds. | 1.50 | 60.00 |
| Rock Leveling Course | 15 Cu.Yds. | 2.00 | 30.00 |
| Sprinkling | 1 M-Gals. | 2.00 | 2.00 |
| Asphaltic Concrete | 40 | 6.50 | 260.00 |
| Emuls.Asphalt Seal Coat | All Required | - | 10.00 |
| | | | $ 2,457.00 |
| Plus 10% Engineering & Contingencies | | | 243.00 |
| Total Estimated Cost | | | $ 2,700.00 |

June 14, 1944

## ESTIMATE OF COST

Roseburg Timber Access Road Project
Winchester St.-E. Second St. Connection
North Umpqua Highway Extension

| | |
|---|---|
| Length - 300 Feet | 3-Inch Asphaltic Concrete Pavement |
| 22-Foot Asphaltic Concrete Pavement | 3-Inch Rock Shoulders |
| 22-Foot Rock Leveling Course | 2-Inch Rock Leveling Course |
| 4-Foot Rock Shoulders | 16-Inch Rock Base |
| 30-Foot Subgrade | |

| Item | Quantity | | Unit Price | Amount |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | Lump | $50.00 |
| Removal of Curbs | 200 | Lin. Ft. | $0.15 | 30.00 |
| General Excavation, Unclassified | 100 | Cu. Yd. | 0.60 | 60.00 |
| Concrete Curb | 40 | Lin. Ft. | 1.00 | 40.00 |
| Rock Base | 1,150 | Cu. Yd. | 1.50 | 1,725.00 |
| Rock Leveling Course & Shldrs. | 170 | Cu. Yd. | 2.00 | 340.00 |
| Sprinkling | 30 | M-Gal. | 2.00 | 60.00 |
| Asphaltic Concrete | 300 | Tons | 6.50 | 2,100.00 |
| Furnish & Place Emulsified Asphalt in Seal Coat | 1 | " | 40.00 | 40.00 |
| Furnish & Place Fine Aggregate in Seal Coat | 4 | " | 4.00 | 16.00 |
| | | | | $4,461.00 |
| Plus 10% for Engineering and Contingencies | | | | 439.00 |
| | | | | $4,900.00 |

V. G. O'Neil
6/14/44

# ESTIMATE OF COST

Roseburg Timber Access Road Project
Pacific Highway-E. Second Ave. Section
North Umpqua Highway Extension

| | |
|---|---|
| Length - 870 Feet | 5-Inch Asphaltic Concrete Pavement |
| 22-Foot Asphaltic Concrete Pavement | 3-Inch Rock Shoulders |
| 22-Foot Rock Leveling Course | 2-Inch Rock Leveling Course |
| 4-Foot Rock Shoulders | 16-Inch Rock Base |
| 36-Foot Subgrade | |

| Item | Quantity | Unit Price | Amount |
|---|---|---|---|
| Clearing and Grubbing | All Required | Lump | $200.00 |
| Removal of Curbs | 250 Lin. Ft. | $0.15 | 37.50 |
| General Excavation, Unclassified | 2,300 Cu. Yd. | 0.60 | 1,380.00 |
| Concrete Curb | 300 Lin. Ft. | 1.00 | 300.00 |
| Concrete Walk (4' Around Islands) | 120 Sq. Yd. | 1.50 | 180.00 |
| Rock Base | 2,300 Cu. Yd. | 1.50 | 3,450.00 |
| Rock Leveling Course & Shoulders | 320 Cu. Yd. | 2.00 | 640.00 |
| Sprinkling | 50 M-Gal. | 2.00 | 100.00 |
| Asphaltic Concrete | 600 Tons | 6.50 | 3,900.00 |
| Furnish & Place Emulsified Asphalt in Seal Coat | 2 Tons | 40.00 | 80.00 |
| Furnish & Place Fine Aggregate in Seal Coat | 8 " | 4.00 | 32.00 |
| 200-Foot Log Bridge | All Required | Lump | 12,100.00 |
| | | | $22,399.50 |
| Plus 10% for Engineering and Contingencies | | | 2,300.50 |
| | | | $24,700.00 |

V. G. O'Neil
6/24/44

# ESTIMATE OF COST
Roseburg Timber Access Road Project
Winchester Street Junction Section,
Pacific Highway

Sta. 1621+50 to Sta. 1634
Asphaltic Concrete Widening
Concrete Curb & Oiled Footpath

5-Inch Asphaltic Concrete
2-Inch Rock Leveling Course
16-Inch Rock Base.

| Item | Quantity | Unit Price | Amount |
|---|---|---|---|
| Clearing and Grubbing | All Required | Lump | $ 100.00 |
| General Excavation, Unclassified | 1,500 Cu. Yds. | $ 0.60 | 900.00 |
| Concrete Curb | 700 Lin.Ft. | 1.00 | 700.00 |
| Concrete Traffic Separator | 760 Lin.Ft. | 1.00 | 760.00 |
| Concrete Floating Traffic Islands | 100 | 40.00 | 4,000.00 |
| Reinf. Concrete Traffic Islands | 36 Cu.Yds. | 45.00 | 1,620.00 |
| Rock Base | 1,400 " " | 1.50 | 2,100.00 |
| Rock Leveling Course & Shoulders | 260 " " | 2.00 | 520.00 |
| Sprinkling | 40 M-gals. | 2.00 | 80.00 |
| Asphaltic Concrete | 650 Tons | 6.50 | 4,225.00 |
| Furnish & Place Emuls.Asphalt in Seal Coat | 2 Tons | 40.00 | 80.00 |
| Furnish & Place Fine Aggregate in Seal Coat | 8 Tons | 4.00 | 32.00 |
| | | | $15,117.00 |
| Plus 10% Engineering & Contingencies | | | 1,583.00 |
| Total Estimated Cost | | | $16,700.00 |

June 14, 1944

RECEIVED
JUN 6 - 1944
[illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 1, 1944.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

You are authorized to proceed with the preliminary P.S.& E. on the proposed Roseburg timber access road, Oregon Project DARM-85, as of May 1, 1944, with reimbursement guaranteed regardless of eventual certification.

This matter has been discussed with you verbally on several occasions. You will understand that federal funds are to be used only on that portion off the state highway.

You will also recall that the principle purpose of the proposed improvement is to provide a short connection to the state highway for the use of logging trucks so that they may avoid the congestion and delay necessitated by traveling the route of the main street of Roseburg.

It would be appreciated if you could furnish us a preliminary reconnaissance estimate of cost in the near future before detailed plans are completed so that we might prepare the project statement. The estimate should be separated into lump sum figures for preliminary engineering, right of way, and construction.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

RECEIVED
JUN 21 1944
OREGON
STATE HIGHWAY COMMISSION

Copy sent to S. M. Jacket

5-8301 Clatskanie Rock Prod. Proj., 1944
Columbia River & Mist-Clatskanie
#2701 Hwys.

Form E-1—8M—6-44

## OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 17th, 19 45

Section Clatskanie Rock Production

Kind of work maintenance rock production

Highway Columbia River and Mist-Clatskanie

Section prefix 5-8301

Contractor Rogers Construction Co

Contract number 2701

Date of contract November 3rd, 19 44

Date of completion June 30th, 19 45

Date work started January 25th, 19 45

Estimated date of completion same, 19 45

Amount of contract $ 24755.00

Per cent of time elapsed 44.6 %

Estimated cost of completed project, exclusive of engineering $ 25000.00

Per cent of contract completed, based on total contract price 1.5 %

Engineering cost to date, $ 182.50, %

Date project was completed, 19

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No rock put out this week as quarry was being shot and plant improvements. Plant will start Monday but rock for this project will only be produced when cars are not available for shipping road rock to Quincy.

RECEIVED
FEB 19 1945

NOTED

9 1945

Signed J. E. Scott J. E. Scott

Address Nehalem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | 8350 | | |
| Estimated quantities moved or placed to date | | | 150 | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.................... County, ......%; .................... County, ......%; .................... County, ......%; .................... County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers .........., Sheep-foot rollers .........., . . . . . .........., . . . . . .........., . . . . . .

| Feb | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday 11 | showers | | |
| Monday | rain | | |
| Tuesday | showers | | |
| Wednesday | " | | |
| Thursday | " | | |
| Friday | rain | | |
| Saturday | showers | | |

STATE PRINTING DEPT.

RECEIVED
JUL 31 1945
FOR FILING

5-8301

July 31, 1945

United Pacific Insurance Company,
J. E. McGovern-Carroll Co., Agents,
624 Peyton Building
Spokane, Washington

Gentlemen:

You are hereby notified that state highway contract No. 2701 for work on the Clatskanie Rock Production Project on the Columbia River and Mist-Clatskanie Highways, in Clatsop and Columbia Counties, has been completed by the contractor, Rogers Construction Company, and that final payment in the amount of $964.43 will be made after the job has been accepted by the State Highway Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $23,342.91 and that no force account work was performed therein. This contract was completed on June 30, 1945, but has not been accepted by the Highway Commission. We anticipate that the Commission will formally accept this job at its next regular meeting.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

gl

NOTED ON CARD
7-31-45 gl

M

RECEIVED
JUL 19 1945
FOR FILING

5-8301

July 18, 1945

United Pacific Insurance Company,
J. E. McGovern-Carroll Co., Agents,
624 Peyton Building
Spokane, Washington

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Rogers Construction Company, on contract No. 2701, covering Clatskanie Rock Production Project on Columbia River and Mist-Clatskanie Highway, in Clatsop and Columbia Counties. This payment, in the amount of $2,652.60, will be made on or after July 28, 1945. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

gl

NOTED ON CARD
7-18-45 JL

Form E-1—5M—6-44

# OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 30th, 1945

| | | | |
|---|---|---|---|
| Section | Clatskanie Rock Production | Kind of work | maintenance rock production |
| Highway | Columbia River and Mist-Clatskanie | Section prefix | 5-8301 |
| Contractor | Rogers Construction Co | Contract number | 2701 |
| Date of contract | November rd, 1944 | Date of completion | June 30th, 1945 |
| Date work started | January 25th, 1945 | Estimated date of completion | June 30th, 1945 |
| Amount of contract | $ 24755.00 | Per cent of time elapsed | 100 % |

Estimated cost of completed project, exclusive of engineering $ 26000.00 ~~35000x00~~

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1500.00, 6.0 %

Date project was completed June 30th, 1945

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Considerable trouble all week with crushers and motors. On Monday, production was good and it appeared that they would wind up about Wednesday night. For the past ten days or two weeks, they have been running to complete the 1/2"-1/4" and the other sizes are being stock piled in their piles. They have over 1000 yards of 1/4"-0 and about 400 of 3/4"-1/2" in their stock piles. AT MP 48.5, they used the 1/4"-0 pile as a storage pile and piled there when cars were not being loaded and later picked up rock for laoding. There is an excess of 200 to 300 yards in this pile but the contractor shaped it up and said that as they had so much left on hand anyway, that they would let it stay there at the reject price.

Was over theproject Friday PM and they expected to run until about 10PM as they had to take Hoyt8s screan, which they are using as a scalping screan, to Silvetton by early this morning. It is probable that they got in enough half inch and that the completion date can be called June 30th. Party is cross sectioning the last stock pile at MP 48.5 today. All other are measured and figured. The final estimate on this job should be ready next week. Final on the Access road is all ready and has been waiting for a force account bill for about two weeks.

NOTED
F A [illegible]
JUL 2 - 1945

RECEIVED
1945

NOTED
RALPH EGGSTAFF

NOTED

Signed J. J. Scott JScott

Address Nehalem, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | 8350 | | |
| Estimated quantities moved or placed to date | | | 8350 | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | 1 | | |
| Hours per shift | | | 8-10 | | |
| Average force on project for week | | | 5 | | |

Percentages of men employed on contract to be secured from:

........ County, ....%; ........ County, ....%; ........ County, ....%; ........ County, ....%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ........, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants ........

Compressors ........, Bulldozers 1 Sheep-foot rollers ........, 2 trucks, ........, ........

| June | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday 24 | fair all week | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

STATE PRINTING DEPT.

RECEIVED
APR 19 1945
FOR FILING

5-8301

April 16, 1945.

Mr. Edward L. Kropp,
Construction Machinery Division,
War Production Board,
820 Bedell Bldg.,
Portland 4, Oregon.

Dear Sir:

The Goodat Rainier Sand and Gravel Company is in need of a larger screen for their crushing plant. They are producing 8350 cubic yards of crushed rock on State Highway contract #2701. The crushed rock is required for the maintenance of the Lower Columbia River Highway. This highway is under extremely heavy logging, lumber and industrial traffic essential to the war program and it is imperative that the highway be properly maintained.

The screen now in use is inadequate and production is very low. A larger screen will greatly increase the production and the crushed rock could be produced in time so that it can be used this summer for patching and maintenance.

Mr. Goodat informs us that he has located a screen at the Nelson Equipment Company and that he could purchase with the proper authority from the War Production Board.

We will appreciate it very much if you can help the Goodat Rainier Sand and Gravel Company procure the screen they require.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

CC to
Goodat Crane & Trucking Service,
136 S. W. 4th St.,
Portland 4, Oregon.

RECEIVED
FEB 21 1945
FOR FILING

5-4203

Salem, Oregon
February 16, 1945

Contract No. 2701

Mr. S. H. Probert
Office Engineer
Office

Dear Sir:

We are handing you herewith one fully executed copy of the agreement between the State Highway Commission and the Rogers Construction Company, which covers the modification of the Contract No. 2701 for the Clatskanie Rock Production Project in Clatsop and Columbia Counties.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

[illegible]

RECEIVED
FOR FILING

5-4203

Salem, Oregon
February 14, 1945

Contract No. 2701

Mr. C. B. McCullough,
Assistant State Highway Engineer,
Building

Dear Sir:

I am returning to you herewith an executed copy of the agreement between the State Highway Commission and Rogers Construction Company, covering modification of the company's Contract No. 2701 for the Clatskanie Rock Production Project in Clatsop and Columbia Counties.

I am attaching the original of this agreement to the contract. I have forwarded executed copies thereof to the contractor and the surety. The attached copy is for disposal as you see fit.

Very truly yours,

Secretary

MBG/jeo
Encl

RECEIVED
FOR FILING

5-4203

February 14, 1945

United Pacific Insurance Company,
400 Exchange Building,
Seattle 14, Washington.

Attention: R. E. Eickman,
Fidelity & Surety Dept.

Gentlemen:

I hand you herewith for your records and files an executed copy of the agreement between the State Highway Commission and Rogers Construction Company, modifying the company's original contract No. 2701 for the Clatskanie Rock Production Project, in Clatsop and Columbia Counties, Oregon.

Please attach this to the original copy of this contract.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG/jec
Encl.

UNITED PACIFIC
Insurance Company

HOME OFFICE - TACOMA, WASHINGTON
SEATTLE OFFICE - 400 EXCHANGE BUILDING
SEATTLE 14, WASHINGTON

February 5, 1945

State Highway Commission
State of Oregon
Salem, Oregon

Attention: Mr. Bevers

Re: Bond No. 63624, Contract No. 2701
Rogers Construction Company

Gentlemen:

We are enclosing herewith agreement which has been executed in quadruplicate in connection with the above captioned contract in the amount of $24,755.00 for Clatskanie Rock Production Project in Clatsop and Columbia Counties.

recd. 4 copies

Yours very truly,

UNITED PACIFIC INSURANCE COMPANY

R. E. Eickman

Fidelity and Surety Department

R. E. Eickman
Encs. 4

RECEIVED
FEB 6 - 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

5-4303

February 14, 1945

Rogers Construction Co.,
Dayton,
Washington.

Gentlemen:

I am handing you herewith for your records and files an executed copy of the agreement with the State Highway Commission, modifying the provisions of your Contract No. 2701 for the Clatskanie Rock Production Project in Clatsop and Columbia Counties, Oregon.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG/jeo
Encl.

RECEIVED
JAN 20 1945
FOR FILING

5-4203

January 16, 1945

Rogers Construction Company
Dayton, Washington

Gentlemen:

Enclosed are four copies of an amendatory agreement regarding materials to be delivered and stock-piled under the provisions of the Clatskanie Rock Production Project, Contract No. 2701. Please execute all four copies and return them to this office by Monday, January 22, for execution by the State Highway Commission at the next meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

hi

RECEIVED
DEC 14 1944
FOR FILING

5-4203

December 13, 1944

United Pacific Insurance Company
J. E. McGovern-Carroll Co., Agents
624 Peyton Building
Spokane, Washington

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2701 which was awarded to Rogers Construction Co. by the State Highway Commission on November 3, 1944, covering the Clatskanie Rock Production Project on the Columbia River and Mist-Clatskanie Highways, in Clatsop and Columbia Counties.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO [illegible]

RECEIVED
DEC 16 1944
FOR FILING

5-4203

December 13, 1944

Rogers Construction Co.
Box C-4
Dayton, Washington

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2721 which was awarded to you on November 3, 1944, by the State Highway Commission covering the Clatskanie Rock Production Project on the Columbia River and Mist-Clatskanie Highways in Clatsop and Columbia Counties. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

MO

RECEIVED
NOV 10 1944
FOR FILING

AGENDA
NOV 14 1944

5-4203

November 3, 1944

mailed 11/3/44

Rogers Construction Co.
Box C-4
Dayton, Washington

Gentlemen:

We are sending you today under separate cover four copies of contract No. 2701, which was awarded to you by the State Highway Commission on November 3, 1944 covering the Clatskanie Rock Production Project on the Columbia River and Mist-Clatskanie Highways, in Clatsop and Columbia Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary to Mr. R. B. Glaisyer

AO

get confirmed

M

DA-WR 89(1) Clatskanie Army Works 1944
Access Rd., Columbia Co.
#2702

DA-WR 89-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
~~[illegible]~~
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
1945
FOR FILING

August 30, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-WR 89(1), Clatskanie Army Works Access Road, was made by a representative of this office on June 21, 1945.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

[illegible]. M. DAVIS
District Engineer

By

~~[illegible]~~
~~St. Highway Engineer~~

RECEIVED
SEP 1 1945
OREGON
STATE HIGHWAY COMMISSION

Jm

RECEIVED
Aug 23-1945
FOR FILING

DA-WR 89-1

FEDERAL WORKS AGENCY

PUBLIC ROADS ADMINISTRATION
Division 8

COPY

August 14, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are holding in this office the final construction inspection reports on the following two projects, awaiting submission of Form PR-47, Statement of Materials and Labor:

DA-RM 84 (1), Foster-Canyon Creek Section,
Santiam Highway - dated June 11th.

DA-WR 89 (1), Clatskanie Army Works Access Road,
dated June 21st.

Will you please forward these forms at your early convenience?

COPY

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
AUG 1 - 1945
FOR FILING

DA WR 89(1)

July 31, 1945

United Pacific Insurance Company,
J. E. McGovern-Carroll Co., Agents,
624 Peyton Building
Spokane, Washington.

Gentlemen:

You are hereby notified that state highway contract No. 2702 for work on the Clatskanie Army Works Access Road on County Roads in Columbia County, has been completed by the contractor, Rogers Construction Company, and that final payment in the amount of $925.08 will be made on or after August 10, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $30,835.86, of which amount $83.38 represents the amount of force account items. This contract was completed on June 7, 1945, and accepted by the Commission on July 9, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

NOTED ON CARD
7-31-45 JP

RECEIVED
JUL 19 1945
FOR FILING

DA-WR 89(1)

July 19, 1945

United Pacific Insurance Co.,
J. E. McGovern-Carroll Co., Agents,
624 Peyton Building
Spokane, Washington

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Rogers Construction Company, on contract No. 2702, covering surfacing, oiling, embankment widening and ditching on the Clatskanie Army Works Access Road in Columbia County. This payment, in the amount of $1,376.14, will be made on or after July 29, 1945. The retained percentage is $925.08.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

NOTED ON CARD

7-19-45 gl

RECEIVED
JUN 16 1945
FOR FILING

DA-WR 89-1

June 13, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on June 7, 1945, on Contract No. 2702, Clatskanie Army Works Access Road, in connection with Federal Aid Project No. DA-WR 89 (1).

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Dictated by J. Rhodes/GS

RECEIVED
JUN 15 1945
FOR FILING

DA-WR 89-1

June 12, 1945

Columbia County Court
St. Helens, Oregon

Gentlemen:

The contractor has finished the oiling on the Clatskanie Army Works Access Road Project, which was the improvement of county roads in Columbia County.

These roads are now being turned over to you for maintenance, in accordance with your agreement with the Public Roads Administration.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

cc Commissioner Miller, Clatskanie
Mr. F. D. Eason
Mr. J. H. Scott

Form E-1—5M—6-44

DA-WR 89(1)

## OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 9th, 19 45

Section Clatskanie Army Works Access Road

Kind of work clearing-grading-surfacing

Highway County Roads

Section prefix 205-1014 DA-WR 89(1)

Contractor Rogers Construction Co

Contract number 2702

Date of contract November 3rd, 19 44

Date of completion June 30th, 19 45

Date work started January 11th, 19 45

Estimated date of completion June 9th, 19 45

Amount of contract . . . . . . . . $ 28354.00

Per cent of time elapsed 91.4 %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . . . . . . . $ 32000.00

Per cent of contract completed, based on total contract price . . . . . . . . . . . . . . . . 100 %

Engineering cost to date, $ 1695.84, 6.0 %

Date project was completed June 9th, 19 45

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Weather was suitable Monday, June 4th, and the final seal was put on. There had been a few showers during the night but the waether was partly overcast and hot. On account of having to wait for transports of oil, it was 9PM before we got all the rock on. Lloyd Babler left a blademan on the job to keep the rock broomed and to clean up ditches. Made an inspection Thursday and all the necessary brooming had been done and there is no immediate danger of bleeding. All the blade work on ditches is done. The blade left the job late Thursday.

The final estimate will be ready in a few days so that no estimate will be sent in on the 15th. There is a force account bill outstanding which has not been presented yet in spite of a number of suggestions. Will try again to get this in soon.

The notification to the Columbia County Court that the contract is completed and that they are to assume maintenance should probably come from your office.

JUN 11 1
NOTED
RALPH EGGSTAFF

RECEIVED
JUN 11 1945

Signed J.R. Scott

Address Resident Engineer

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | 3.7 | | 3.7 | |
| Miles partially completed | | | | | |
| Miles completed | | 3.7 | | 3.7 | |
| Total estimated quantities | 4000<br>x[illegible] | 5500 | | | |
| Estimated quantities moved or placed to date | 4000 | 5500 | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | 1 | |
| Hours per shift | | | | 12 | |
| Average force on project for week | | | | 12 | one day |

Percentages of men employed on contract to be secured from:

........ County, ....%; ........ County, ....%; ........ County, ....%; ........ County, ....%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ........, Crushing or screening plants ........

Compressors ........, Bulldozers ........, Sheep-foot rollers ........, ........, ........, ........

| June | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday 3 | cloudy all | week with | occasional showers |
| Monday 4 | fair | Finished | final seal |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 29, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-WR 89(1)
Clatskanie Army Base Access Road

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
Division Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
MAY 31 1945
OREGON
STATE HIGHWAY COMMISSION

Ton

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds made available for the construction of access roads under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress).
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

## ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Mile Post 0.0 at the Columbia River Highway in Section 34, T. 8 N., R. 4 W., W.M., and Mile Post 3.7 in Section 15, T. 8 N., R. 4 W., W.M.

, length 3.700 miles, in Columbia County, being ~~[illegible]~~ ~~[illegible]~~ Oregon Defense Access project No. DA-WR 89(1), consisting of 3.700 miles of roadway and no bridges, ~~[illegible]~~ of more than 20 feet clear span,

~~[illegible]~~

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. ~~Such construction work as may be performed by force account shall be paid for on the basis of the actual work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate as approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.~~

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress).

### UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of **thirty-four thousand, ninety and 00/100** dollars ($**34,090.00**), certified to the Secretary of the Treasury as above mentioned, which [redacted] **is** [redacted] the approved total estimated cost of [redacted] said project.

### PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to **The State Treasurer**
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

### MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

RECEIVED
MAY 25 1945
REGIONAL HEADQUARTERS

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of APR 20 1945, 19__

Oregon State Highway Commission
(Official title of Highway Department)

By ______

Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

By Arthur H. Schaupp
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
(Title of officer)

By ______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)*

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-WR 09(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $34,090.00 as the total estimated cost of said project, and the sum of $34,090.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share~~ of said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and APR 30 1945

Federal Works Administrator,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

RECEIVED
MAY 2 1945

RECEIVED
MAR 22 1945
FOR FILING

DA-WR 89-1

March 19, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval is Order for Extra Work No. 1, for extending planking on S. P. & S. railroad crossing at Lacoda in connection with the Clatskanie Army Works Access Road Project, DA-WR 89 (1).

This work was tentatively approved by Mr. T. M. Davis of your office in telephone conversation of March 15.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 19, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon DA-WR 89(1), Clatskanie Army Works Access Road.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
Division Engineer

By T M Davis
T. M. Davis
Sr. Highway Engineer

Encls.

RECEIVED
MAR 20 1945
OREGON
STATE HIGHWAY COMMISSION

Jon

RECEIVED
MAR 12 1945
FOR FILING

DA-WR 89(1)

March 10, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

In accord with the request contained in your letter of March 7, 1945, we are enclosing herewith seven copies of estimate as basis for project agreement for the Clatskanie Army Works Access Road Project No. DA-WR 89 (1), which estimate has been revised by increasing the quantity for "Embankment in Place" 2,500 cubic yards.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

Dictated by J. W. Nash/ER

Oregon State Highway Department

Federal Highway Access Road
Project No. DA-WR 89 (1)

## CLATSKANIE ARMY [illegible] ACCESS ROAD PROJECT
## IN COLUMBIA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 8, 1945

| | | | | |
|---|---|---|---|---|
| All Required | | Preliminary Engineering | | $ 500.00 |

### M.P. 0.0 to M.P. 2.5 (20' Roadway)

| | | | | |
|---|---|---|---|---|
| 2.0 | acres | Clearing | | |
| 1,500 | cu. yds. | Embankment in place | $500.00 | $ 1,000.00 |
| 2.7 | miles | Ditching | 1.00 | 1,500.00 |
| 800 | cu. yds. | 2" - 0" Rock in Base | 400.00 | 1,080.00 |
| 2,940 | cu. yds. | 1" - 0" Rock in Base | 2.25 | 1,800.00 |
| 44 | M-gals. | Sprinkling | 2.25 | 6,615.00 |
| 2.5 | miles | Preparation of Base | 2.00 | 88.00 |
| 1,080 | cu. yds. | Furnishing and Placing Aggregates | 200.00 | 500.00 |
| 49 | tons | Furnishing and Placing RT-4 Tar | 4.50 | 4,860.00 |
| 30 | tons | Furnishing and Placing RC-3 or Emulsified Asphalt | 28.00 | 1,372.00 |
| 67 | tons | Furnishing and Placing RT-8 Tar | 32.00 | 960.00 |
| | | | 28.00 | 1,876.00 |
| | | Subtotal | | $21,651.00 |
| | | 10% Engr. & Cont. | | 2,165.00 |
| | | Total | | $23,816.00 |

Length of Roadway 2.500 miles
Cost per mile $ 9,526.40

### M.P. 2.5 to M.P. 3.7 (16' Roadway)

| | | | | |
|---|---|---|---|---|
| 2,500 | cu. yds. | Embankment in Place | | |
| 200 | cu. yds. | 2" - 0" Rock in Base | $ 1.00 | $ 2,500.00 |
| 1,060 | cu. yds. | 1" - 0" Rock in Base | 2.25 | 450.00 |
| 16 | M-gals. | Sprinkling | 2.25 | 2,385.00 |
| 1.2 | miles | Preparation of Base | 2.00 | 32.00 |
| 420 | cu. yds. | Furnishing and Placing Aggregates | 200.00 | 240.00 |
| 19 | tons | Furnishing and Placing RT-4 Tar | 4.50 | 1,890.00 |
| | | | 28.00 | 532.00 |

| | | | | |
|---|---|---|---|---|
| 12 | tons | Furnishing and Placing RC-3 or Emulsified Asphalt | $ 32.00 | $ 384.00 |
| 25 | tons | Furnishing and Placing RT-8 Tar | 28.00 | 700.00 |
| | | | Subtotal | $ 9,113.00 |
| | | | Engr. & Cont. | 661.00 |
| | | | Total | $ 9,774.00 |
| | | Length of Roadway | 1.260 miles | |
| | | Cost per mile | $ 7,728.33 | |

**Summary of Funds**

| | |
|---|---|
| Preliminary Engineering- - - - - - - - - - - - - - - | $ 900.00 |
| 20' Roadway- - - - - - - - - - - - - - - - - - - - | 23,416.00 |
| 16' Roadway- - - - - - - - - - - - - - - - - - - - | 9,774.00 |
| | $34,090.00 |

Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
MAR 19 1945
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

DA-WR 89(1)

March 7, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Confirming telephone conversation today between Mr. Probert and Mr. Davis, in reference to Mr. Eason's letter of March 3 enclosing a copy of Mr. Scott's letter and cross sections of the dyke portion of Oregon DA-WR 89(1), Clatskanie Army Works Access Road.

Upon receipt of Mr. Eason's letter and in view of the inspection made on the project February 28, a request was made by this office for $2,500.00 additional access funds to cover 2,500 cu. yds. of embankment in place, at the bid price of $1.00 per cubic yard. We are today in receipt of advice that $2,500.00 additional has been reserved for this project.

It is therefore requested that the contractor be contacted to insure that the increase in yardage at the bid price is satisfactory.

Also a revised project agreement estimate should be submitted showing the inclusion in the 16' roadway section (M.P. 2.5 to M.P. 3.7), of the item 2,500 cu. yds. embankment in place at $1.00 per cu. yd., $2,500.00. No increase is to be made in the 10% item. This will result in the total cost of the project as follows:

| | |
|---|---|
| Preliminary engineering | $ 500.00 |
| 20' roadway | 23,816.00 |
| 16' roadway | 9,774.00 |
| | $34,090.00 |

NOTED
State Highway Engineer

Inasmuch as the contractor should be ready to start the surfacing of this project within a week or ten days, it is suggested that the placing of the embankment materials, so as to have a roadbed of at least 18 ft., be expedited.

Very truly yours,

W H Lynch
W. H. LYNCH
Division Engineer

RECEIVED
MAR 8 - 1945
OREGON
STATE HIGHWAY COMMISSION

Copy sent to [illegible] Probert

RECEIVED
MAR 1 - 1945
FOR FILING

DA-WR 89(1)

February 6, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Clatskanie Army Access Road, Project No. DA-WR 89 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS

Encl.

Oregon State Highway Department

Federal Highway Access Road
Project No. DA-FR 89 (1)

## CLATSKANIE ARMY WORKS ACCESS ROAD PROJECT

## IN COLUMBIA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 1, 1945

| | | | |
|---|---|---|---|
| All Required | Preliminary Engineering | | $ 500.00 |

### M.P. 0.0 to M.P. 2.5 (22' Roadway)

| | | | | |
|---|---|---|---|---|
| 2.0 | acres | Clearing | $500.00 | $ 1,000.00 |
| 1,500 | cu. yds. | Embankment in Place | 1.00 | 1,500.00 |
| 2.7 | miles | Ditching | 400.00 | 1,080.00 |
| 800 | cu. yds. | 2" - 0" Rock in Base | 2.25 | 1,800.00 |
| 2,940 | cu. yds. | 1" - 0" Rock in Base | 2.25 | 6,615.00 |
| 44 | M-gals. | Sprinkling | 2.00 | 88.00 |
| 2.5 | miles | Preparation of Base | 200.00 | 500.00 |
| 1,080 | cu. yds. | Furnishing and Placing Aggregates | 4.50 | 4,860.00 |
| 49 | tons | Furnishing and Placing RT-4 Tar | 28.00 | 1,372.00 |
| 30 | tons | Furnishing and Placing RC-3 or Emulsified Asphalt | 32.00 | 960.00 |
| 67 | tons | Furnishing and Placing RT-8 Tar | 28.00 | 1,876.00 |
| | | | Subtotal | $21,651.00 |
| | | | 10% Engr. & Cont. | 2,165.00 |
| | | | Total | $23,816.00 |

Length of Roadway 2.500 miles
Cost per mile $ 9,526.40

### M.P. 2.5 to M.P. 3.7 (16' Roadway)

| | | | | |
|---|---|---|---|---|
| 200 | cu. yds. | 2" - 0" Rock in Base | $ 2.25 | $ 450.00 |
| 1,060 | cu. yds. | 1" - 0" Rock in Base | 2.25 | 2,385.00 |
| 16 | M-gals. | Sprinkling | 2.00 | 32.00 |
| 1.2 | miles | Preparation of Base | 200.00 | 240.00 |
| 420 | cu. yds. | Furnishing and Placing Aggregates | 4.50 | 1,890.00 |
| 19 | tons | Furnishing and Placing RT-4 Tar | 28.00 | 532.00 |

|  |  |  |  |
|---|---|---|---|
| 12 tons | Furnishing and Placing RC-3 or Emulsified Asphalt | $32.00 | $ 384.00 |
| 25 tons | Furnishing and Placing RT-8 Tar | 28.00 | 700.00 |
|  | Subtotal |  | $ 6,613.00 |
|  | 10% Engr. & Cont. |  | 661.00 |
|  | Total |  | $ 7,274.00 |

Length of Roadway 1.200 miles
Cost per mile $ 6,061.66

**Summary of Funds**

|  |  |
|---|---|
| Preliminary Engineering- - - - - - - - - - - - - | $ 900.00 |
| 20' Roadway- - - - - - - - - - - - - - - - - - - | 23,816.00 |
| 16' Roadway- - - - - - - - - - - - - - - - - - - | 7,274.00 |
|  | $31,990.00 |

**Funds for Maintenance:** Chap. 585, laws 1939

October 10, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement, and three copies of Form PR 46, for the Clatskanie Army Base Access Road Project No. DA-WR 89 (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

Oregon State Highway Department

Federal Highway Access Road
Project No. DA-WR 89 (1)

## CLATSKANIE ARMY WORKS ACCESS ROAD PROJECT

## IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 10, 1944

| | | | | |
|---|---|---|---|---|
| All Required | | Preliminary Engineering | | $ 500.00 |

### M.P. 0.0 to M.P. 2.5 (20' Roadway)

| | | | | |
|---|---|---|---|---|
| 2.0 | acres | Clearing | $ 500.00 | $ 1,000.00 |
| 1,500 | cu. yds. | Embankment in Place | 1.00 | 1,500.00 |
| 2.7 | miles | Ditching | 400.00 | 1,080.00 |
| 800 | cu. yds. | 2" - 0" Rock in Base | 2.75 | 2,200.00 |
| 2,940 | cu. yds. | 1" - 0" Rock in Base | 2.75 | 8,085.00 |
| 44 | M-gals. | Sprinkling | 2.50 | 110.00 |
| 2.5 | miles | Preparation of Base | 200.00 | 500.00 |
| 1,080 | cu. yds. | Furnishing and Placing Aggregates | 4.00 | 4,320.00 |
| 49 | tons | Furnishing and Placing RT-4 Tar | 30.00 | 1,470.00 |
| 30 | tons | Furnishing and Placing RC-3 or Emulsified Asphalt | 36.00 | 1,080.00 |
| 55 | tons | Furnishing and Placing 150-200 Asphalt | 36.00 | 1,980.00 |
| 67 | tons | Furnishing and Placing RT-8 Tar | 30.00 | (Alternate) |
| | | | Subtotal | $ 23,325.00 |
| | | | 10% Engr. & Cont. | 2,332.00 |
| | | | Total | $ 25,657.00 |

Length of Roadway 2.500 miles
Cost per mile $ 10,262.80

### M.P. 2.5 to M.P. 3.7 (16' Roadway)

| | | | | |
|---|---|---|---|---|
| 200 | cu. yds. | 2" - 0" Rock in Base | $ 2.75 | $ 550.00 |
| 1,060 | cu. yds. | 1" - 0" Rock in Base | 2.75 | 2,915.00 |
| 16 | M-gals. | Sprinkling | 2.50 | 40.00 |
| 1.2 | miles | Preparation of Base | 200.00 | 240.00 |
| 420 | cu. yds. | Furnishing and Placing Aggregates | 4.00 | 1,680.00 |
| 19 | tons | Furnishing and Placing RT-4 Tar | 30.00 | 570.00 |
| 12 | tons | Furnishing and Placing RC-3 or Emulsified Asphalt | 36.00 | 432.00 |

| | | | | |
|---|---|---|---|---|
| 22 | tons | Furnishing and Placing 150-200 Asphalt | $ 36.00 | $ 792.00 |
| 25 | tons | Furnishing and Placing RT-8 Tar | 30.00 | (Alternate) |
| | | | Subtotal | $ 7,183.00 |
| | | | 10% Engr. & Cont. | 718.00 |
| | | | Total | $ 7,901.00 |

Length of Roadway 1.200 miles
Cost per mile $ 6,584.16

**Summary of Funds:**

| | |
|---|---|
| Preliminary Engineering- - - - - - - - - - - - - - | $ 500.00 |
| 20' Roadway- - - - - - - - - - - - - - - - - - - | 25,657.00 |
| 16' Roadway- - - - - - - - - - - - - - - - - - - | 7,901.00 |
| | $ 34,058.00 |

Oregon State Highway Department

Federal Highway Access Road
Project No. DA-WR 89 (1)

## CLATSKANIE ARMY WORKS ACCESS ROAD PROJECT

## IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 10, 1944

| | | | | |
|---|---|---|---|---|
| All Required | | Preliminary Engineering | | $ 500.00 |

### M.P. 0.0 to M.P. 2.5 (20' Roadway)

| | | | | |
|---|---|---|---|---|
| 2.0 | acres | Clearing | $ 500.00 | $ 1,000.00 |
| 1,500 | cu. yds. | Embankment in Place | 1.00 | 1,500.00 |
| 2.7 | miles | Ditching | 400.00 | 1,080.00 |
| 800 | cu. yds. | 2" - 0" Rock in Base | 2.75 | 2,200.00 |
| 2,940 | cu. yds. | 1" - 0" Rock in Base | 2.75 | 8,085.00 |
| 44 | M-gals. | Sprinkling | 2.50 | 110.00 |
| 2.5 | miles | Preparation of Base | 200.00 | 500.00 |
| 1,080 | cu. yds. | Furnishing and Placing Aggregates | 4.00 | 4,320.00 |
| 49 | tons | Furnishing and Placing RT-4 Tar | 30.00 | 1,470.00 |
| 30 | tons | Furnishing and Placing RC-3 or Emulsified Asphalt | 36.00 | 1,080.00 |
| 55 | tons | Furnishing and Placing 150-200 Asphalt | 36.00 | 1,980.00 |
| 67 | tons | Furnishing and Placing RT-8 Tar | 30.00 | (Alternate) |
| | | | Subtotal | $ 23,325.00 |
| | | | 10% Engr. & Cont. | 2,332.00 |
| | | | Total | $ 25,657.00 |

Length of Roadway 2.500 miles
Cost per mile $ 10,262.80

### M.P. 2.5 to M.P. 3.7 (16' Roadway)

| | | | | |
|---|---|---|---|---|
| 200 | cu. yds. | 2" - 0" Rock in Base | $ 2.75 | $ 550.00 |
| 1,060 | cu. yds. | 1" - 0" Rock in Base | 2.75 | 2,915.00 |
| 16 | M-gals. | Sprinkling | 2.50 | 40.00 |
| 1.2 | miles | Preparation of Base | 200.00 | 240.00 |
| 420 | cu. yds. | Furnishing and Placing Aggregates | 4.00 | 1,680.00 |
| 19 | tons | Furnishing and Placing RT-4 Tar | 30.00 | 570.00 |
| 12 | tons | Furnishing and Placing RC-3 or Emulsified Asphalt | 36.00 | 432.00 |

| | | | | |
|---|---|---|---|---|
| 21 | tons | Furnishing and Placing 150-200 Asphalt | $ 36.00 | $ 756.00 |
| 25 | tons | Furnishing and Placing RT-8 Tar | 30.00 | (Alternate) |
| | | Subtotal | | $ 7,183.00 |
| | | 10% Engr. & Cont. | | 718.00 |
| | | Total | | $ 7,901.00 |

Length of Roadway 1.200 miles
Cost per mile $ 6,584.16

**Summary of Funds:**

| | |
|---|---|
| Preliminary Engineering- - - - - - - - - - - - - - | $ 500.00 |
| 20' Roadway- - - - - - - - - - - - - - - - - - - - | 25,657.00 |
| 16' Roadway- - - - - - - - - - - - - - - - - - - - | 7,901.00 |
| | $ 34,058.00 |

PR 46

**Clatskanie Army Works Access Road**

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Nov. 1, 1944 State Oregon

Completion Date (Est.) June 30, 1945 Project No. DA-WR 89 (1)

Estimated Total Cost Roadway $ 33,558.00 Length: Miles 3.700

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb, | |
| 3 | Bituminous mat. | Gal. | 42,000 | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | | | | | |

## CLATSKANIE ARMY WORKS ACCESS ROAD

## PROJECT NO. DA-WR 89 (1)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

October 10, 1944

RECEIVED
DEC 16 1944
FOR FILING

FA-WR 89-1

December 13, 1944

United Pacific Insurance Company
J. E. McGovern-Carroll Co., Agents
624 Peyton Building
Spokane, Washington

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2702 which was awarded to Rogers Construction Co. by the State Highway Commission on November 3, 1944 covering the Clatskanie Army Works Access Road on county roads, in Columbia County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

RECEIVED
DEC 1[illegible] 1944
FOR FILING

LA-WR 89-1

December 13, 1944

Rogers Construction Co.
Box C-4
Dayton, Washington

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2702 which was awarded to you on November 3, 1944, by the State Highway Commission covering the Clatskanie Army Works Access Road on the county roads, in Columbia County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

FORM E-90 20M 7-42

# OREGON STATE HIGHWAY COMMISSION

**INTER-DEPARTMENT CORRESPONDENCE**

DA-WR 89(1)

Salem, Oregon
December 1, 1944

**SUBJECT:**

To: Mr. J. W. Nash
Assistant Office Engineer
Office

Dear Sir:

Herewith copy of a letter and Memorandum of Cooperative Agreement made by and between the County Court of Columbia County and the Public Roads Administration, relative to maintenance of Clatskanie Army Works Access Road Project No. DA-WR 89 (1).

This is not a signed copy, but I have been advised that the copies have been signed by the County Court of Columbia County, and I presume we will receive a copy from the Public Roads Administration when the agreement has been completed by them.

This agreement will, I believe, make it unnecessary for the state and county to make an agreement relative to the maintenance of this project.

Very truly yours,

Oscar Cutler

Oscar Cutler
Asst. Staff Engineer

OC:me

Encl.

November 9, 1944

County Court,
Columbia County,
St. Helens, Oregon.

Attention: Mr. J. N. Miller, County Commissioner

Gentlemen:

Reference is made to the extraordinary maintenance of Units 1 and 2 of the Clatskanie Army Works Access Roads, Oregon Project DA-WR-89.

This above mentioned project was certified on October 26. The contract for the surfacing and oiling of Unit 1 (U.S. 30 at Inglis to the reservation gate via Quincy and LaCoda) has been awarded by the Oregon Highway Department.

During the preliminary investigation of Oregon DA-WR-89 the County verbally agreed, as its cooperation in the proposed project, to provide extraordinary maintenance on Units 1 and 2. Since all the roads embraced by Oregon DA-WR-89 are County roads, except the dike section of Unit 1, the perpetual normal maintenance as long as the roads remain dedicated public highways is considered to be the Countys' responsibility. The dike section we understand is not a dedicated county road. You would maintain the surface only for the duration of the emergency under the terms of the proposed agreement.

Attached are four copies of a proposed cooperative agreement between this department and Columbia County covering the extraordinary maintenance of Oregon DA-WR-89. You will note that the agreement specifies that maintenance of Unit 2 (LaCoda to U. S. 30 at Allston's Corner via Mayger) will be effective as of the date the agreement is signed by the County Court. Maintenance on Unit 1 will not commence until the contractor has satisfactorily completed his contract. However, should the State ask the County to provide maintenance on Unit 1 during the period elapsing from the completion of surfacing operations to the start of the oiling, the County would be requested to cooperate with the State.

If the terms of the attached agreement are satisfactory kindly sign and return three copies to this office. The agreement was drafted to record understandings reached during the preliminary investigation. If any of the terms are not satisfactory we will be glad to consider revisions.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
NOV 10 1944
OREGON
STATE HIGHWAY COMMISSION

Attach.

CC: FEDERAL AID
BALDOCK

THIS MEMORANDUM OF COOPERATIVE AGREEMENT made this __________ day of ____________, 1944, by and between the COUNTY COURT OF COLUMBIA COUNTY, STATE OF OREGON, hereinafter called the "County", and the PUBLIC ROADS ADMINISTRATION, FEDERAL WORKS AGENCY, hereinafter called the "Government", under and pursuant to the Federal Highway Act approved November 9, 1921 (42 Stat. 212) Acts amendatory thereof and supplementary thereto, and the Defense Highway Act of 1941, approved November 19, 1941 (Public Law 295-77th Congress);

WITNESSETH, that

WHEREAS, under the provisions of Section 6 of the Defense Highway Act of 1941, the improvement and maintenance of two sections of Columbia County roads (more particularly described under Article II of this agreement), designated Clatskanie Army Works Access Roads, Oregon Project DA-WR-89, have been certified to the Federal Works Administrator by the Secretary of War as essential to the war effort, and the necessary federal funds for the improvement thereof have been made available by the Government, as hereinafter set forth:

NOW THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each as hereinafter set forth, the County and the Government do hereby mutually agree as follows:

## FUNDS

ARTICLE I. No Federal funds are available for the maintenance to be undertaken by the County under this agreement. The County agrees to finance and provide extraordinary maintenance from the date first above mentioned on Unit 2, and from the date construction is completed on Unit 1, to the expiration of the emergency declared to exist by the President on May 27, 1941, and to finance and provide perpetual normal maintenance on Units 1 and 2 as long as the roads remain dedicated public highways in accordance with the conditions hereinafter prescribed.

ROADS EMBRACED IN AGREEMENT

ARTICLE II. This cooperative agreement covers the 3.7 miles of road from U. S. 30 at Inglis to the reservation gate via Quincy and LaCoda, hereinafter called "Unit 1"; and the 2.8 miles of road from LaCoda to U.S. 30 at Allston's Corner via Mayger, hereinafter called "Unit 2".

SURVEYS

ARTICLE III. No surveys will be required.

CONSTRUCTION

ARTICLE IV. No new construction of betterment is contemplated under this agreement. The necessary construction work on Unit 1 will be undertaken by the Oregon Highway Department.

PAYMENTS

ARTICLE V. The County will pay the costs of all maintenance undertaken pursuant to this agreement.

MAINTENANCE

ARTICLE VI. The maintenance provided under this agreement for Units 1 and 2 will include primarily surface blading of the existing gravel roads; patching and repairing of the light bituminous oil mat to be installed on Unit 1 by the State; incidental maintenance items of ditch cleaning, removal of brush encroaching on roadbed, and the addition of small amounts of maintenance rock to repair weak sections and restore the top course surface where deteriorated. Maintenance of the 1.2 mile dike section (LaCoda to the Reservation gate) of Unit 1 shall be confined to care of the roadway surface. Repair of any substantial damage to the dike slopes resulting from high water or floods is not included in this agreement. The maintenance under this agreement shall also include the proper maintenance of Unit 1 during the period elapsing from the completion of surfacing operations to the start of

R. H. BALDOCK
STATE HIGHWAY ENGINEER

the oiling, if such maintenance by the County is requested by the Oregon Highway Department.

All work to be performed under this agreement shall be under the direct supervision of the County. The County shall furnish all supervisory services, labor, equipment, and materials necessary. The Government will provide periodic inspections of the work.

IN WITNESS WHEREOF the parties have executed this agreement, the County on the date first above written, and the Government on the ____________ day of ____________, 1944.

Attest:

____________________

COUNTY COURT, COLUMBIA COUNTY, OREGON

By____________________

____________________

____________________

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

____________________
COMMISSIONER
PUBLIC ROADS ADMINISTRATION

____________________
W. H. LYNCH, DISTRICT ENGINEER

FORM E-123X 5M 8-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
[illegible] 1945
FOR FILING

DA-WR 89(1)

December 1, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Herewith are three copies of traffic encroachment resolution executed by the Columbia County Court for that part of Federal Access Road Project DA-WR 89 (1) extending from the Columbia River Highway along the Quincy-Mayger County Road to the junction of the Quincy-Mayger Road with the Bradbury Slough Road south of Locoda.

The county advises that it does not assume any responsibility for the dyke section from Locoda to the naval installation as this is a road which was built by the dyke district.

I am informed by the Columbia County Court that they have entered into a cooperative agreement with the Public Roads Administration relative to the maintenance of this project. Therefore, I do not believe it necessary for the state and county to enter into an agreement.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Staff Engineer

OC:me

Encl.

cc Mr. J. W. Nash ✓

RECEIVED
NOV 21 1944
FOR FILING

DA-WR 89 (1)

November 20, 1944

Mr. and Mrs. Henry Ilmar
1381 Franklin Avenue
Astoria, Oregon

Dear Mr. and Mrs. Ilmar:

The State Highway Department, at the request of the federal authorities, has let a contract for resurfacing and oiling the county road leading to the Beaver military installation.

There is practically no change in the existing alignment. The work is merely being done to facilitate government operations.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:BR

cc to E. G. Smith

Astoria, Ore.
Oct. 21-1944

Mr. R. H. Baldock.
Eng. State Highway.
Clatskanie, Ore.

Dear Sir; - We notice in "Clatskanie Chief" Dated Oct. 20th 1944 that the State is to Widen the road going to Quincy, Ore. to Beaver Ammunition Storage Point,

We own about 23 acres near the old S.P. & S. Railroad Water Tank. The land situated between Railroad & County Road with Bluff & creek and also above County Road the land & Creek. Taxes all paid.

Wish to know what will be done if any as we live here in Astoria formerly of Quincy. Ore.

Thanking you.

Yours truly.
Mr. & Mrs. Henry Ilmar-
1381 Franklin Ave.,
Astoria, Oregon.

RECEIVED
NOV 18 1944
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
H G Smith
By Chief Engineer
Please prepare [illegible]
[illegible]

P.S.
Letter was forwarded or returned back to us from Clatskanie P.O.

RECEIVED
NOV 10 1944
FOR FILING

DA-WR 89-1

November 8, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise that contract for the Clatskanie Army Works Access Road Project (DA-WR 89 (1)) was awarded to the Rogers Construction Co., of Dayton, Washington, on November 3, 1944.

This award was made on the basis of bids received on October 24, 1944. Your concurrence in the award is indicated in your telegram dated November 1, 1944.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

5-23-80

November 6, 1944

Honorable County Court of Columbia County
St. Helens, Oregon

Gentlemen:

I am enclosing herewith a revised agreement relative to the county maintaining a section of the Quincy-Mayger Road, from the Columbia River Highway to a junction with the Bradbury Slough Dyke Road near Locoda, 2.5 miles in length.

We have changed the first sheet of the agreement and have attached thereto the signed second sheets of the first agreement which was sent to you. If this agreement as now prepared is satisfactory, please return all six copies to the Oregon State Highway Commission, attention of Oscar Cutler, Salem.

I do not believe it necessary for you to sign a new agreement due to the fact that the first sheet of the agreement was all that required a change.

I was informed this morning by Mr. Sargent of the Public Roads Administration in Portland that the Bradbury Slough Dyke Road from Locoda to the dump on the slough is being covered by special arrangements or agreement with the county, whereby the county will maintain the surface of this road for the duration of the war only. Therefore, agreement to maintain the Bradbury Slough Dyke Road between the state and the county is not necessary.

If this is in accordance with your understanding, please return the signed agreements and they will be presented to the Highway Commission.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Staff Engineer

OC:me

Encl.

RECEIVED
NOV 16 1944
FOR FILING

DA-WR 89-1

November 3, 1944

Rogers Construction Co.,
Box C-4,
Dayton, Washington.

Gentlemen:

We are sending you today, under separate cover, four copies of Contract No. 2702, which was awarded to you by the State Highway Commission on November 3, 1944, covering surfacing and oiling of the Clatskanie Army Works Access Road in Columbia County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15 of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, etcetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary to H. B. Glaisyer.

jco

RECEIVED
NOV 4 - 1944
FOR FILING

DA-WR 89(1)

DAWR 89(1) ?
5-4203

November 3, 1944

Rogers Construction Co.
Dayton, Washington

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today warded to you the following contracts:

Clatskanie Rock Production Project on the Columbia River and Mist-Clatskanie Highways, in Clatsop and Columbia Counties. This award based on your bid of $24,755.00 submitted on October 24, 1944.

Clatskanie Army Works Access Road Project on county roads in Columbia County. This award based on your bid of $28,264.00 submitted on October 24, 1944.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary to Mr. H. B. Glaisyer

AO
Encl.

cc - S. H. Probert
G. S. Paxson

get confirmed

RECEIVED
[illegible] 1944
FOR FILING

LP-MP 87-1

Charge to the account of 5001-900 $

| CLASS OF SERVICE DESIRED | |
|---|---|
| DOMESTIC | CABLE |
| TELEGRAM | ORDINARY |
| DAY LETTER | URGENT RATE |
| SERIAL | DEFERRED |
| OVERNIGHT TELEGRAM | NIGHT LETTER |
| SPECIAL SERVICE | SHIP RADIOGRAM |

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

# WESTERN UNION

1217-B

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

*Send the following telegram, subject to the terms on back hereof, which are hereby agreed to*

**WANT A REPLY?**
"Answer by WESTERN UNION" or similar phrases may be included without charge.

ROGERS CONSTRUCTION CO.
DAYTON, WASHINGTON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACTS FOR CLATSKANIE ROCK PRODUCTION PROJECT ON THE COLUMBIA RIVER AND MIST-CLATSKANIE HIGHWAYS CLATSOP AND COLUMBIA COUNTIES AND CLATSKANIE ARMY WORKS ACCESS ROAD PROJECT ON COUNTY ROADS COLUMBIA COUNTY BASED ON YOUR BIDS SUBMITTED ON OCTOBER 24, 1944. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

Files ✓

Auditor

OK [illegible]
chg 5001-900

RECEIVED
NOV 6 - 1944
FOR FILING

DA-WR 89

A-5702

**CLASS OF SERVICE**
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

# WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1201

(58)

| SYMBOLS |
|---|
| DL=Day Letter |
| NL=Night Letter |
| LC=Deferred Cable |
| NLT=Cable Night Letter |
| Ship Radiogram |

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PR45 LG GOVT PD=PORTLAND ORG 1 942A

1944 NOV 1 AM 10 05

R H BALDOCK=
STATE HIGHWAY ENGINER

OREGON DA-WR 89 CLATSKANIE ARMY WORKS APPROVED OCTOBER 14 AND CERTIFIED BY WPB OCTOBER 26. $32,378 RESERVED. THIS IS OUR CONCURRENCE IN AWARD TO ROGERS CONSTRUCTION COMPANY, LOW BIDER ON THEIR COMBINED BID THIS PROJECT AND YOUR CLATSKANIE ROCK PRODUCTION PROJECT=

LYNCH.=

31 090.40
500.00
31,590.40

DA-WR 89 14 26 $32,378.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

FORM K-30 30M 7-43

RECEIVED
OCT 31 1944
FOR FILING

DA-WR 89(1)

GENDA
OCT 23 1944

Bids

NoA

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 23, 1944

SUBJECT:

To: Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

Dear Sir:

With regard to the Clatskanie Army Access Road Project in Columbia County, being Project DA-WR 89 (1), I have received signed maintenance agreements from the Columbia County Court. However, there is an error in the description of a section of the road which I wish to correct, and the agreements can then be signed by the Highway Commission.

Very truly yours,

Oscar Cutler

Oscar Cutler
Asst. Staff Engineer

OC:me

REFERRED TO
Mr. Baldock
BY SECRETARY

You will want this information & award the contract when you are ready [illegible]

NOTED
State Highway Engineer

NoA

Federal Access Road
Project DA-WR 89 (1)

# RESOLUTION

10-18-41 4

WHEREAS, a County Road in Columbia County, State of Oregon, known as the Bradbury Slough County Road, is routed through the County of Columbia, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Columbia County, the section adopted for improvement being more particularly described as follows; to wit:

From the junction of the Quincy-Mayger Road with the Bradbury Slough Road south of Locoda, northerly and northwesterly to a point on the south side of Bradbury Slough approximately 1.2 miles northwesterly of Locoda

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Columbia will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Columbia County, Oregon, that no encroachments will be permitted on the county road, known as the Bradbury Slough County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Columbia County, Oregon this 18th day of Oct., 1944.

Attest:

County Clerk

By Ray Tarbell
County Judge

By Wm Pringle Sr.
County Commissioner

By J. N. Miller
County Commissioner

- - - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the County Court of Columbia County, Oregon, on the 18th day of October, 1944, at the regular or special meeting of said County Court.

Dated this 18th day of October, 1944.

County Clerk

Federal Access Road
Project DA-WR 89 (1)

FAS 10

3-23-82
Not required

## RESOLUTION

10-18-44

WHEREAS, a County Road in Columbia County, State of Oregon, known as the Quincy-Mayger County Road, is routed through the County of Columbia, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Columbia County, the section adopted for improvement being more particularly described as follows; to wit:

From a point on the Columbia River Highway at Mile Point 62.01 at the junction of the Columbia River Highway with the Quincy-Mayger County Road to the junction of the Quincy-Mayger Road with the Bradbury Slough Road south of Locoda

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Columbia will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Columbia County, Oregon, that no encroachments will be permitted on the county road, known as the Quincy-Mayger County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Columbia County, Oregon, this 18 day of Oct, 1944.

Attest:
J W Hunt
County Clerk

By Ray Tarbell
County Judge

By Wm Pringle Sr
County Commissioner

By J N Miller
County Commissioner

- - - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the County Court of Columbia County, Oregon, on the 18th day of October, 1944, at the regular or special meeting of said County Court.

Dated this 18th day of October, 1944.

J W Hunt
County Clerk

5-23-EH

October 16, 1944

Honorable Ray Tarbell
County Judge of Columbia County
St. Helens, Oregon

My dear Judge:

In connection with the construction of a section of the Quincy-Mayger Road and a part of the road along the south side of Bradbury Slough, for which funds have been allocated by the Federal Government under the access road program, I have been advised by the federal officials that the county has verbally agreed to maintain these sections of road after they have been constructed.

The Federal Government requires that an agreement be executed between the State Highway Department and the county, due to the fact that the State Highway Department is advertising the work for the Federal Government and will supervise the construction. Therefore, I am enclosing six copies of an agreement to be executed by the court and the Highway Commission. If the court will sign all six copies and return them to me, I will have them signed by the Highway Commission and one copy will be returned for the county's files. Also, please note that I have indicated the right of way width as 60 feet. If this is not correct, please scratch out the 60 and indicate 40, 50, or 70, as the case may be.

There are also six copies of two resolutions relative to encroachments and traffic, required by the Federal Government, one covering the Quincy-Mayger Road and the other one from Locoda on the dike along the south side of Bradbury Slough, which I have indicated as Bradbury Slough Road. I am not sure that Bradbury Slough is the correct name of this road. If not, this can be scratched out of the resolution and the proper name be placed therein.

Please retain one copy of each of the two resolutions relative to encroachments and traffic and send the other five copies of each to the Oregon State Highway Commission, attention of Oscar Cutler, Salem, Oregon.

The bids were to be opened on this project on October 24, and before the contract can be awarded, if satisfactory bids are received, the Federal Government requires the adoption of the resolutions relative to encroachments and traffic and the execution of the agreement by the county court and Commission. Therefore, I would appreciate very much your returning these as soon as possible.

Under separate cover, I am sending you, for the county's records, a blueprint set of the plans prepared for the improvement of the roads covered by the resolutions and maintenance agreement.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Staff Engineer

OC:me

Encl.

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 5, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

DA-WR 89-(1)

October 14, 1944

RECEIVED
OCT 16 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Upon receipt of the plans, specifications and estimate for Oregon DA-WR 89(1), Clatskanie Army Depot, on October 12, we wired urging that certification and approval by the War Production Board be expedited.

We are now advised that certification appears likely. The advertising which you have proceeded with is satisfactory. Our concurrence in award will be conditioned upon certification and approval by WPB.

Referring to Mr. Cutler's recent query, it will be appreciated if you will proceed to secure customary maintenance agreements from the county for both units. This was verbally agreed to at the time our representative was on the ground.

Very truly yours,

W. H. LYNCH
District Engineer

Copy sent to Cutler
Oct. 16

File

FORM E-128X 6M 7-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
OCT 27 1944
FOR FILING

DA-WR 89(1)

October 10, 1944

RECEIVED
SEP 19 1944
SALEM
STATE HIGHWAY COMMISSION

Mr. W. M. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement, and three copies of Form PR 46, for the Clatskanie Army Base Access Road Project No. DA-WR 89 (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

DA-WR-89

September 18, 1944

RECEIVED
SEP 19 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to your letters of September 8 and September 13 relative to the improvement of the access road to the Clatskanie Army Works, Oregon Project DA-WR-89.

We appreciate your offer to handle the proposed work by contract, and you are hereby authorized to proceed with the necessary PS&E with reimbursement guaranteed regardless of certification. Please prepare and submit Form PR-1-PA as soon as possible.

Attached, for your information, are single copies of the project statement, preliminary report, and sketch map for this project.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

Attach.

NOTED
State Highway Engineer

Copy sent to Mr. Probst

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

[illegible]
FOR [illegible]

[illegible]

RECEIVED
SEP 13 1944
OREGON
STATE HIGHWAY COMMISSION

September 12, 1944.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the proposed resurfacing and oiling of the county road leading from U. S. 30 to the Beaver Ammunition Depot northeast of Clatskanie in Columbia County, Oregon.

For your information this project has been designated Clatskanie Army Works, Oregon Project DA-WR-89. The Navy has requested that the word "Beaver" be omitted from all papers relating to this project. Also, that the use of this particular area by the Navy be treated as Confidential.

At the request of Mr. Booth and Mr. Eason of the Oregon Highway Department, a representative of this office contacted Mr. Miller, Columbia County Commissioner, regarding the quarry sites adjacent to the project. The quarry where the County now has its crusher installed is owned outright by the County, and Mr. Miller gave assurance that the contractor on the proposed Clatskanie project could secure material from this site without charge. The old quarry site located 1.0 mile east of LaCoda on the Mayger road is owned by Mr. Lew Fluhrer, Postmaster at Mayger, Oregon. Mr. Fluhrer could not be located, so what royalty he would require for the material in this quarry is not known.

It is the County's intention to begin work as soon as possible on the replacement of the present bridge across Beaver Creek. Some material remains to be secured, but the reconstruction of this bridge, located just north of the junction of the county road and U. S. 30, is expected to be completed before next spring.

NOTED
State Highway Engineer

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

Copy sent to S H [illegible]

FORM S-108E 6M 7-40

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Const
Projects
Access Roads

September 8, 1944

NOTED
State Highway Engineer

DA-WR 89 (1)

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

This is to advise that we are agreeable to handling, by contract, the proposed resurfacing and oiling of the county road 3.7 miles in length, leading from U. S. 30 to the Beaver Ammunition Depot northeast of Clatskanie in Columbia County, as described in your letter of September 7.

We are arranging for a field examination of the proposed project and will submit a rough estimate of cost within the next week or ten days.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc to H. G. Smith

229-1035 Culvert, Nehalem Ave.
City of Rockaway 1944

#2703

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SEP 5 1945
FOR FILING

229-1035

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Sept. 4, 1945

SUBJECT: Request for release of warrants on final estimates.

To:
Mr. H. B. Glaisyer
O-f-f-i-c-e

| | Vou. # | Cont. # | Est. # | Name | Am't. | Wt. # | Note |
|---|---|---|---|---|---|---|---|
| 1. | 8879 | 2703 | 1 A-final | Dolan Construction Co. | 150.00 | 275843 | ok-gl |
| 2. | | | | | | | |
| 3. | | | | | | | |
| 4. | | | | | | | |
| 5. | | | | | | | |
| 6. | | | | | | | |
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| 11. | | | | | | | |
| 12. | | | | | | | |

ACCOUNTING DIVISION

By ____________________
Bookkeeping Dept.

[illegible] CARD
9-4-45 gl

Approved HBG
Secretary

RECEIVED
AUG 1 - 1945
FOR FILING

229-1035

July 30, 1945

National Surety Corporation,
George D. Rischers, Resident Agent,
Tillamook, Oregon

Gentlemen:

On December 22, 1944, you were informed by the State Highway Commission that contract No. 2703, covering culvert installation on Nehalem Avenue in the City of Rockaway, was completed on December 7, 1944, and that final payment to the contractor, Dolan Construction Company, would be made on or after January 23, 1945. This final payment has not as yet been made due to the fact that the work was not entirely satisfactory. Corrective measures have been taken on the job and final payment will be made to the contractor as soon as the Highway Commission formerly accepts the work. We anticipate that the Commission will take action thereon at its next regular meeting, following which the balance of the amount of $150.00 will be paid over to the construction company.

The total amount of the contract is $1,975.75. No force account work was performed by the contractor.

This information is given you inasmuch as you appear as surety on the bond furnished by the Dolan Construction Company in connection with this job. The Highway Commission has no record of any claims outstanding against the work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter, advising whether or not you have any objections to the final amount being paid to the Dolan Construction Company.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

NOTED ON CARD
7-30-45 Jl

HBG gl

RECEIVED
JUN 16 1945
FOR FILING

229-1025

June 15, 1945

Mr. G. A. Sutherland
City Recorder
Rockaway, Oregon

Dear Sir:

Under date of February 24, 1945, you advised us of the concurrence of the City Council of Rockaway in the arrangement with the Dolan Construction Company whereby the sum of $150 was withheld until such time as all joints in the concrete pipe of the Rockaway Creek culvert were properly cemented. About ten days ago, one of our men made a thorough inspection of this culvert and cemented five small leaks which he found. This completes the project so that final estimate can now be paid.

I understand that property holders adjacent to the upper end of the culvert have done considerable damage to the wing walls, which should be repaired. This, however, has nothing to do with the contract with the Dolan Construction Company.

We would appreciate your presentation of this matter to the city council and advice from them authorizing us to make the final settlement with the Dolan Construction Company.

Very truly yours,

G. B. McCullough
Assistant State Highway Engineer

GSP GM
CC G. S. Paxson
F. D. Eason

RECEIVED
MAR 30 1945
FOR FILING

229-1035

March 29, 1945

Mr. Albert Sosnick
5220 N. E. 24th Avenue
Portland 11, Oregon

Dear Sir:

Reference is made to your letter of March 25 concerning conditions at the Rockaway culvert.

This culvert extension was a project which was done for the City of Rockaway in which the State Highway Department was not concerned other than supervising the work for the city. Riprap has already been placed at the upper end of the culvert, and, should this prove insufficient, it can easily be extended by the city. The west end of the culvert is on the railroad right of way and is maintained by the railroad company. We would have no authority to go on their property to place any gratings, such as you suggest.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

GSP GM
cc G. S. Paxson

(3)

Attached is the letter I phoned about. Do you want to prepare an answer? I did have copies made so you can read it.

J. McFarland

RECEIVED
MAR 29 1945
Oregon State Highway Commission
BRIDGE DEPARTMENT

11 Oregon
25-45

ing this and in reference to the culvert at Rockaway Oregon, Out let of Clear lake. I was talking to one of the State Highway Officials at the scene on March 15-45 And he told me that the State Highway would rip rap the east end of the culvert but said they had no premission to put the rip rap on private property. So this letter is giving the state highway authority to place their rip rap on lot 9-block 21 Tillamook Beach at their own discretion This lot covers the N.E. corner of culvert. He also spoke about tearing out the old sidewalk which is on State Highway Property that will suit us property owners fine but

RECEIVED
[illegible] 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 29 1945

(3)

Portland 11 Oregon
March 25 - 45

State Highway Dept.
Salem Oregon

I am writing this letter in reference to the culvert at Rockaway Oregon, Out let of Clear lake. I was talking to one of the State Highway Officials at the scene on March 15-45 and he told me that the State Highway would rip rap the east end of the culvert but said they had no premission to put the rip rap on private property. So this letter is giving the state highway authority to place their rip rap on lot 9 - block 21 Tillamook Beach at their own discretion This lot covers the N.E. corner of culvert. He also spoke about tearing out the old sidewalk which is on State Highway Property that will suit us property owners fine but the fill will not be worth 2 hoops in hades unless it is filled in with Gravel or shell rock as that beach sand washes away like powdered sugar

While on the subject will mention that I think if the west end of that culvert had grating bars across the face end of it. It would keep the high tides and winds from washing in snags small stump roots logs etc into the culvert and jam in it, and on top of that it washes in matter that looks like horse manure which forms a perfect dam and stops all the high water from flowing back into the sea at that time I worked 2 days with a peavie and pike pole to open up the culvert.

nuf-sed yours truly albert Sosnich

5220, N.E. 24 ave Portland 11 Ore.

COPY

Portland 11, Oregon
March 25, 1945

State Highway Department
Salem, Oregon

I am writing this letter in reference to the culvert at Rockaway, Oregon. Out let of Clear Lake. I was talking to one of the State Highway Officials at the scene on March 15, 1945, and he told me that the State Highway would rip rap the east end of the culvert but said they had no premission to put the rip rap on private property. So this letter is giving the state highway authority to place their rip rap on lot 9 - block 21 Tillamook Beach at their own discretion. This lot covers the N. E. Corner of culvert. He also spoke about tearing out the old sidewalk which is on State Highway Property that will suit us property owners fine but the fill will not be worth 2 hoops in hades unless it is filled in with gravel or shell rock as that beach sand washes away like powdered sugar.

While on the subject will mention that I think if the west end of that culvert had grating Bars across the face end of it. It would keep the high tides and winds from washing in snags small stump roots logs, ect. into the culvert and jam in it. An on top of that it washes in matter that looks like horse manure which forms a perfect dam and stops all the high water from flowing bake into the sea at that time I worked 2 days with a Peavie and pike pole to open up the culvert, Nuf-sed.

Yours truly

Albert Sosnick
.5220 N. E. 24 Ave.
Portland, Oregon

RECEIVED
MAR 16 1945
FOR FILING

229-1035

Cont 2702

Salem, Oregon
March 14, 1945

Mr. G. S. Paxson

In reference to the attached from City of Rockaway it is my recommendation that you make one more inspection, say along about the middle of May, and if the pipe joints are still tight at that time and appear properly cemented, we can request the City of Rockaway for permission to release the $150 which we are retaining.

C. B. McCullough
Assistant State Highway Engineer

CBM:ej
Attach.

RECEIVED
MAR 9 - 1945
FOR FILING

224-1035

March 8, 1945

Geo. D. Riechers, Resident Agent,
National Surety Corporation,
Tillamook, Oregon.

Dear Sir:

On December 22, 1944, we wrote you in regard to State Highway Contract No. 2703, covering culvert installation on Nehalem Avenue in the City of Rockaway, Tillamook County, which has been completed by the contractor, Dolan Construction Company; and at that time stated that final payment in the amount of $1,975.75 would be made on or after January 23, 1945.

Due to the fact that this contract has not as yet been accepted by the Commission, the payment referred to above has not been made. You are now advised, however, that it is the intention of the State Highway Commission to make semi-final payment on this contract in the amount of $1,825.75 on or after March 19, 1945; the retained percentage is $150.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jeo

REFERRED TO
Jetta
BY SECRETARY
note on card

NOTED ON CARD
3/8

RECEIVED
MAR 2 1945
FOR FILING

229-1035

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1945

SUBJECT: Rockaway Culvert
Bridge No. 1485

To:

Contract 2703

~~Memorandum~~ to Mr. Reeves:

We have been advised by the Clerk of the City Council of Rockaway that the procedure outlined in our letter to the Dolan Construction Company, under which we withhold $150 and pay the balance of the final estimate, has been approved. This $150 is to be retained until such time as repairs to the mortar joints have been made and have proven to be satisfactory.

Please make out a semifinal estimate along these lines and send it through for payment.

G S Paxson
G. S. Paxson
Bridge Engineer

GSP GM
cc C. B. McCullough

RECEIVED
FOR FILING

M

229-1035

February 22, 1940

Mr. G. A. Sutherland
City Recorder
Rockaway, Oregon

Dear Sir:

Reference is made to our letter of January 23, concerning the contract with the Dolan Construction Company for the installation of a 48-inch concrete pipe in your city.

We advised that the work on this contract has been completed, except for the matter of taking care of the leakage through the joints and this would be taken care of sometime in the spring, during low water period. We suggested that payment could be made to the Contractor with the exception of $150.00, which would be retained until the above mentioned defect had been taken care of.

Will you please advise if you had an opportunity to present this matter to your City Council and, if so, if they approved of making the payment to the Contractor, as suggested.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:EM

RECEIVED
FOR FILING
229-1035

February 14, 1945

Oregon Service Office,
National Surety Corporation,
623 Corbett Building,
Portland 4, Oregon.

Attention: Agnes M. Niehusser

Gentlemen:

In reply to your letter of the 13th inst., concerning final payment to the Dolan Construction Company for building a culvert in the Town of Rockaway, I wish to say that we have not paid the final estimate on this work as yet.

It appears that some additional work is required that cannot be done until next spring. Final settlement will not be made with the Dolan Construction Company until the work has been completed to the satisfaction of everyone, including the City of Rockaway, which is furnishing the funds to pay the costs involved.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG/jee

NATIONAL SURETY CORPORATION
NEW YORK
VINCENT CULLEN
PRESIDENT

PORTLAND SERVICE OFFICE
W. B. GILHAM, MANAGER
SUITE 623 CORBETT BUILDING
PORTLAND, OREGON
TELEPHONE: ATWATER 2191

Feb. 13, 1945

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

RE: Bond #755293 - DOLAN CONSTHUCTION CO.
( A. T. Dolan, d.b.a.)
Construction of Rockaway Creek Culvert No. 485

Dear Mr. Glaisyer:

Referring to your letter of December 27th. If final payment in this connection has been made, will you kindly so advise, in order that we may close our file on this case?

Thanking you, we remain

Yours very truly,

OREGON SERVICE OFFICE

By Agnes M. [illegible]

ANSWERED
H. B. GLAISYER

AMN

RECEIVED
FEB 14 1945
OREGON
STATE HIGHWAY COMMISSION

NATIONAL SURETY MARINE INSURANCE CORPORATION
A WHOLLY OWNED AFFILIATE

RECEIVED
[illegible]
FOR FILING

229-1035

January 23, 1946

Mr. G. A. Sutherland
Recorder
Rockaway, Oregon

Dear Sir:

Please refer to your communication of January 5th and our reply of January 8th, regarding State Highway Contract No. 2703 with the Dolan Construction Company for the installation of a 48-inch concrete culvert in your city. The matter of the leakage through the joints of this pipe was taken up with the Contractor by our Bridge Engineer, Mr. G. S. Paxson who advised him, that due to the fact that the defects could not be remedied until the low waters permit, next summer, it was suggested that the payment of his final estimate be released with the exception of $150.00, which would be held until such time as the defects could be remedied.

We have received a reply from the Contractor which reads as follows:

"The above stated procedure is quite satisfactory with us. After we discovered that some of the pipe joints were leaking we cemented them from the outside and we do not think any more leaks will develop; however, as soon as possible we intend to complete cementing the pipe joints from the inside as per specifications, and above all we want all parties concerned satisfied with the job."

However, before such payment is released, we would appreciate having your approval.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:IK
cc G.S.Paxson

RECEIVED
JAN 8 1945
FOR FILING

229-1945

January 8, 1945

Mr. G. A. Sutherland
Recorder
Rockaway, Oregon

Dear Sir:

Receipt is acknowledged of your communication of January 6 in regard to contract No. 2705 with the Dolan Construction Company for the installation of a 48-inch concrete culvert in your city.

It is noted that some difficulty has developed in reference to the joints in this culvert, and we are therefore holding up acceptance of the job until this difficulty is remedied.

We are referring your communication today to Mr. G. S. Paxson, Bridge Engineer for this organization, who will undoubtedly take it up with his Resident Engineer, Mr. J. E. Scott.

Thank you for calling this matter to our attention.

Very cordially yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:oj
cc: Mr. G. S. Paxson

RECEIVED
DEC 29 1944
FOR FILING

227-1035

December 28, 1944

City of Rockaway
Rockaway
Oregon

Gentlemen:

The Dolan Construction Company has completed its contract for the construction of a pipe culvert on Nehalem Avenue in the City of Rockaway, our contract No. 2708. Before the state finally accepts this contract we would like to receive advice from you that the job is satisfactory and has your approval.

In view of the fact that we do not believe we should make final payment until receiving the above advice, we would appreciate hearing from you in this connection as soon as possible.

Yours very truly,

C. B. McCullough
Assistant State Highway Engineer

cc H.B.Glaisyer
G.S.Paxson

CBM/k

RECEIVED
DEC 28 1944
FOR FILING

229-1025

Salem, Oregon
December 27, 1944

Contract No. 2703,
Dolan Construction Company

Mr. R. H. Baldock,
State Highway Engineer,
Office

Dear Sir:

I have been informed by the Bridge Department, that the Dolan Construction Company has completed its contract for the construction of a pipe culvert on Nehalem Avenue in the City of Rockaway. Acceptance of the contract will be on the agenda for consideration by the Commission at its meeting on January 22nd and 23rd, 1945.

Due to the fact that the City of Rockaway is financing this project, the thought has occurred to me that perhaps the city should also indicate its approval of the contract in writing before final payment is released.

I am bringing this matter to your attention for such action as you may wish to take in the matter.

Very truly yours,

HBG/jae

Secretary.

RECEIVED
DEC 28 1944
FOR FILING

229-1035

December 27, 1944

Oregon Service Office,
National Surety Corporation,
Suite 623, Corbett Bldg.,
Portland 4, Oregon.

Attn: Miss Agnes M. Niehuesser.

Gentlemen:

I just received your letter of the 26th inst., acknowledging mine of December 22nd with respect to the Dolan Construction Company contract for culvert construction in the Town of Rockaway.

I note therein that you wish to be advised when final payment in connection with the work has been made. I shall endeavor to keep your request in mind and comply therewith.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBO/jee

NATIONAL SURETY CORPORATION
NEW YORK
VINCENT CULLEN
PRESIDENT

PORTLAND SERVICE OFFICE
W. B. GILHAM, MANAGER
SUITE 623 CORBETT BUILDING
PORTLAND, OREGON
TELEPHONE: ATWATER 2191

Dec. 26, 1944

Attention:

H. B. Glaisyer,
Secretary

Oregon State Highway Commission
Salem, Oregon

RE: Bond #755293 - DOLAN CONSTRUCTION CO.
Contract Bond covering Construction
of Rockaway Creek Culvert No. 485

Gentlemen:

This will acknowledge your letter of December 22nd addressed to our Tillamook agent, Mr. George D. Riechers, advising that the above contract has been completed and that final payment in amount of $1,975.75 will be made on or after January 23,1945.

It will be appreciated if you will kindly advise us when final payment has been made, in order that we may retire our file on this bond.

Thanking you, we remain

Yours very truly,

OREGON SERVICE OFFICE

By Agnes M. Riechers

RECEIVED
DEC 27 1944
OREGON
STATE HIGHWAY COMMISSION

AMN

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
DEC 23 1944
FOR FILING

229-1035

December 22, 1944

Mr. Geo. D. Reicher,
Resident Agent,
National Surety Corpn.,
Tillamook, Oregon.

Dear Sir:

You are hereby notified that State Highway Contract No. 2703, for culvert installation on Nehalem Avenue in the City of Rockaway, Tillamook County, has been completed by the contractor, Dolan Construction Company, and that final payment in the amount of $1,975.75, will be made on or after January 23, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $1,975.75, and that no forceaccount work was performed therein. This contract was completed on December 7, 1944 but has not as yet been accepted by the Commission.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jee

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Jed 12/22

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DEC 20 1944
FOR FILING

227-1035

M

COPY

Salem, Oregon
December 14, 1944

Mr. C. B. McCullough

Office

Dear Mr. McCullough:

Yesterday I passed or approved a contract between the Highway Commission and the Dolan Construction Company. I passed it notwithstanding an irregularity in its execution and preparation, but since the job, I think, is about done and the amount involved is small I thought it best not to have it corrected. The point I want to make is this:

The contractor, Dolan Construction Company, is an individual, but that did not show on the face of the contract. May I request that you advise the one who prepares the contract that when the contractor is a co-partnership and consists of an individual, as in this case, the contract should be made to read: A. T. Dolan, doing business under the firm name and style of Dolan Construction Company, and if the partnership consists of several memebers all of the parties should be named.

Yours very truly,

signed

J. M. Devers

JMD:PW

REFERRED TO
Mr. Probert
By Asst. State Highway Engineer

Original filed:
Const-Contracts-General

RECEIVED
DEC 16 1944
FOR FILING

229-1035

December 13, 1944

Dolan Construction Company
P. O. Box 113
Tillamook, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2703 which was awarded to you on November 13, 1944 by the State Highway Commission covering the replacement of existing timber bridge with 48" concrete pipe on Nehalem Avenue in the City of Rockaway. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

RECEIVED
DEC 16 1944
FOR FILING

229-1035

December 13, 1944

National Surety Co.
Geo. D. Reicher, Agent
Tillamook, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2703 which was awarded to Dolan Construction Co. by the State Highway Commission on November 13, 1944, covering the replacement of existing timber bridge with 48" concrete pipe on Nehalem Avenue in the City of Rockaway.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

Form E-1—5M—6-43

### OREGON STATE HIGHWAY COMMISSION

## FIELD ENGINEER'S WEEKLY REPORT

### FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 9th, 1944

Section Rockaway Creek Culvert

Kind of work culvert installation, fill etc

Highway Oregon Coast

Section prefix 229-1035

Contractor A.T.Dolan Construction Co

Contract number 2703 Bridge # 1485

Date of contract ......, 19....

Date of completion January 31st, 1945

Date work started November 28th, 1944

Estimated date of completion December 20th, 1944

Amount of contract $ 1981.00

Per cent of time elapsed ......%

Estimated cost of completed project, exclusive of engineering $ 2000.00

Per cent of contract completed, based on total contract price 99 %

Engineering cost to date, $ 20.00, ......%

Date project was completed ......, 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

About all the work has been completed including cleanup. The only work remaining is to wait until the water goes down and block the end of the culvert temporarily and get inside and cement up the joints. Rains over the week end and until Thursday brought up the water level until it was not possible to block the water even for a short time. There also remains some mortar to put in the rip rap at the end of the culvert.

The planks and boards in the sidewalks were pretty well decayed and Mr Dolan did not want to try to use them again and wanted to furnish the extra sand for fill and extra gravel and make the side walks of this material. Mr Eason was on the job Tuesday and approved this proceedure and it makes a much better looking job.

Weather has been clear and cold for several days and it is probable that the water will be down enough by the first of the week to complete the work.

RECEIVED
DEC 11 1944

RECEIVED
1944

Signed J.H.Scott

Address Nehalem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

|  | GRADING<br>culvert | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  |  |  |
| Total estimated quantities | 94ft complete |  |  |  |  |
| Estimated quantities moved or placed to date | 232 " |  |  |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day | 1 |  |  |  |  |
| Hours per shift | 8 |  |  |  |  |
| Average force on project for week | 5 |  |  |  |  |

Percentages of men employed on contract to be secured from:

........ County, ...%; ........ County, ...%; ........ County, ...%; ........ County, ...%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels 1, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants ........

Compressors ........, Bulldozers 1, Sheep-foot rollers ........, 2 trucks, ........, ........

| Dec | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday 3 | rain |  |  |
| Monday | " |  |  |
| Tuesday | " |  |  |
| Wednesday | " |  |  |
| Thursday 7 | clear |  |  |
| Friday | " |  |  |
| Saturday | " |  |  |

STATE PRINTING DEPT.

RECEIVED
NOV 25 1944
FOR FILING

237-1073

November 24, 1944

A. T. Dolan Construction Company
P. O. Box 113
Tillamook, Oregon

Gentlemen:

I am returning to you today, by express, four copies of the Rockaway Creek Culvert Contract which was awarded to you by the Highway Commission on November 13, 1944, as a result of competitive bidding on October 24, 1944. Inspection of the contracts reveals that the bond that you furnished is satisfactory; however, I note on page 142 that you did not sign the contract agreement as party of the second part.

We are asking you to sign the four copies and return them all to this office for further handling.

Thanking you very kindly, I remain,

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:amo

cc - George D. Riechers, Ins.
216 2nd St. East
Tillamook, Oregon

RECEIVED
NOV 16 1944
FOR FILING

229-1035

November 15, 1944

Dolan Construction Company,
P. O. Box 113,
Tillamook, Oregon.

Gentlemen:

We are sending you today by express four copies of Contract No. 2703, which was awarded to you by the State Highway Commission on November 13, 1944, covering installation of the Rockaway Creek Culvert in the City of Rockaway, Tillamook County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, page 13, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

jec

RECEIVED
DEC 11 1944
FOR FILING

229 1035

AGENDA
NOV [illegible] 1944

November 13, 1944

Dolan Construction Co.,
Tillamook, Oregon.

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for replacing existing timber bridge with 48-inch concrete pipe on Nehalem Avenue in the City of Rockaway, Tillamook County. This award was based on your low bid of $1,941.00 submitted on October 24, 1944.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

HBG/jec
Encl.

cc: Mr. Probert

Mr. Baxson

get [illegible]

S+C

M

RECEIVED
NOV 11 1944
FOR FILING

229-1035

November 13, 1944

Honorable Robert S. Farrell, Jr.,
Secretary of State,
State Capitol,
Salem, Oregon.

Dear Mr. Farrell:

On October 24, 1944, the State Highway Commission received bids for the installation of a 48-inch concrete culvert pipe on Nehalem Avenue in the City of Rockaway, as a replacement for an existing timber bridge. This is a city project and the costs of construction are to be paid with city funds. The bids were received by the Highway Commission simply as an accommodation.

The low bidder for the work was Dolan Construction Company, Tillamook, who submitted a bid of $1,941.00, which bid appeared satisfactory to the Highway Commission, who authorized the Engineer to award the contract to this company if the city would concur in the award. The city's concurrence has been received and the contract was awarded today.

The arrangement for the construction of this project was covered by written agreement by the State Highway Commission and the Rockaway City Council; I enclose a copy of this agreement which you will note bears the signatures of both parties. You will note therein that the monies for the work are to be provided by the city out of funds allocated to the city under Chapter 371, Oregon Laws of 1943. Funds immediately available from this source are in the amount of $859.47, which has been paid to the State Highway Commission. This amount, of course, is not sufficient to pay the entire cost of the job; however, the balance is to be advanced by the State Highway Commission but the Highway Commission is to be reimbursed later from the same source of funds allocated for the year 1945, and, if necessary, for succeeding years, until the Highway Commission has been repaid in full. The enclosed agreement is virtually an assignment of the city's funds allocated under the above mentioned law, until the bill has been paid in full.

It will be appreciated if you will honor this assignment and pay to the State Highway Commission a sufficient amount of the funds allocated to the City of Rockaway to pay the cost of this project over and above the sum of $859.47, which the State Highway Commission has already received from the city.

It will be appreciated if you will acknowledge receipt of this assignment and advise me whether or not you will honor the same.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG/ee
Encl.

[illegible] & [illegible] status of
& when contract awarded.

1944

Recorder
City of Rockaway
Oregon

Dear Sir:

Receipt is acknowledged of your communication of November 9th advising that at a regular meeting your city council approved the letting of the contract for the reconstruction of the culvert on Nehalem Avenue to Dolan Construction Company, at their low bid of $1,941.

Pursuant to the above advice, we have today awarded the contract to Dolan Construction Company.

In regard to your last paragraph, the State Highway Department will handle the engineering and supervision on this job. I am sending a copy of this letter to Mr. O. S. Paxson, Bridge Engineer, with the suggestion that he get in touch with you and with the contractor in reference to this matter.

Yours very truly,

C. B. McCullough
Assistant State Highway Engineer

cc O.S.Paxson

CBM/z

RECEIVED
NOV 16 1944
FOR FILING

229-1035

#2703

November 13, 1944

Mr. G. A. Sutherland
Recorder
City of Rockaway
Oregon

Dear Sir:

Receipt is acknowledged of your communication of November 8th advising that at a regular meeting your city council approved the letting of the contract for the reconstruction of the culvert on Nehalem Avenue to Dolan Construction Company, at their low bid of $1,941.

Pursuant to the above advice, we have today awarded the contract to Dolan Construction Company.

In regard to your last paragraph, the State Highway Department will handle the engineering and supervision on this job. I am sending a copy of this letter to Mr. G. S. Paxson, Bridge Engineer, with the suggestion that he get in touch with you and with the contractor in reference to this matter.

Yours very truly,

C. B. McCullough
Assistant State Highway Engineer

cc G.S.Paxson

CBM/k

RECEIVED
[illegible] 1944
FOR FILING

329-1035

Cont. 2703

State Highway Commission, Rm. 319, State Office Bldg.

| CLASS OF SERVICE DESIRED | | | |
|---|---|---|---|
| DOMESTIC | | CABLE | |
| TELEGRAM | ● | ORDINARY | |
| DAY LETTER | | URGENT RATE | |
| SERIAL | | DEFERRED | |
| OVERNIGHT TELEGRAM | | NIGHT LETTER | |
| SPECIAL SERVICE | | SHIP RADIOGRAM | |

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

# COPY OF WESTERN UNION TELEGRAM

RECEIVED
NOV 14 1944
FOR FILING

Salem, Oregon., November 13, 1944

Dolan Construction Co.,
Tillamook, Ore.

State Highway Commission awarded you today contract for Nehalem Avenue bridge job in City of Rockaway based on your low bid submitted on October 24, 1944. Contract forms follow shortly.

H. B. GLAISYER, Secretary
OREGON STATE HIGHWAY COMMISSION

Confirmation
File
Auditor (5001-900)

got confirmed 11/14

RECEIVED
NOV 1 0 1944
FOR FILING
229-1635

award made
11-13-44

CITY OF ROCKAWAY
"A BEACH RESORT"
TILLAMOOK COUNTY
OREGON

Nov.8th. 1944.

Oregon State Highway Commission
Salem, Ore.
Attention, C.B.McCollough.-

3

Dear Sir.-

At a regular meeting the city council approved the letting of the contract for the reconstruction of the culvert on Nehalem Ave. to Dolan Construction Co. ontheir bid of $1941.00

Enclosed is the signed tabulation sheet and checkfor $859.47 as per our agreement.

Please advise us as to whether the Highway Dept. will attend to engineering and supervision on this job, as the City of Rockaway is without facilities to take care of that part of it.

Yours very truly,

G A Sutherland

G. A. Sutherland
Recorder.

Mc
I have placed the check in the safe for the time being.
HS

RECEIVED
1 0 1944
COMMISSION

RECEIVED
NOV 1 0 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 1 - 1944
FOR FILING

229-1035

Indexed
Alphabetically
Rockaway, City of

October 30, 1944

Cross Referenced to
Maint.
Highway
Munic-City St.

Relative Indexed
Under
Rockaway,
City of

Hon. O. B. Randall
Mayor of the City of Rockaway
Rockaway, Oregon

Dear Sir:

Pursuant to the agreement made and entered into with your city under date of August 8, 1944, the Highway Commission received bids for the reconstruction of a certain culvert on Nehalem Avenue at Portland on the eleventh day of September. The lowest bid received was $2,087.00 and, in accordance with the recommendation of your city, said bid was rejected and it was agreed that the state would readvertise.

Pursuant to this suggestion, this reconstruction was again advertised for bids to be submitted to the Highway Commission at its meeting in Portland on October 24th.

We are attaching a tabulation of the bids received for this structure from which you will note that the lowest bid was submitted by Dolan Construction Co. in the amount of $1,941.00 This bid is $576.00 above the estimate of cost originally prepared by this department ($1,365.00). On page 3 of our contract with your city (Item 1 under "Things to be done by the city") it is provided that "If in response to the call for bids as heretofore provided a bid satisfactory to the State and to the city is received, the City shall note its approval on the sheet upon which the bids received are tabulated, indicating on said shee the low or satisfactory bid."

The purpose of this communication is to advise you that the Highway Commission considered this bid and instructed its engineer to acquaint you with the circumstances and submit to you the bid tabulation sheet as provided in the contract clause hereinabove quoted. It is true that the bid is considerably above the estimate; however, since only city funds are involved, the Highway Commission indicated its willingness to join with you in this project, provided this bid meets with the approval of the city and has instructed its engineer to award this contract upon the advice of your city that the bid is satisfactory (and the return of the bid tabulation sheet with your approval noted thereon).

If, on the other hand, you feel that the bid is too high, the engineer has been instructed to reject said bid.

This is a matter entirely up to the city authorities, and we will do whatever you recommend. If you so desire, we will send a representative over to confer with you in regard to this matter. In the meantime, we await your advice.

Very cordially yours,

C. B. McCullough
Assistant State Highway Engineer

Enclosure

CBM/k

OREGON STATE HIGHWAY DEPARTMENT – [illegible]

WAY DEPARTMENT [illegible]

RECEIVED
AUG 26 1944
FOR FILING

229-1035

Salem, Oregon
August 25, 1944

Agreement with City of Rockaway

Mr. S. E. Probert
Office Engineer
Department

CoA 801

Dear Sir:

We are handing you herewith one fully executed copy of the Agreement between the State Highway Commission and the City of Rockaway, which provides for the construction of a reinforced concrete culvert to replace an existing culvert on Nehalem Avenue in Rockaway.

Mr. Glaisyer has retained the original copy of this Agreement together with one extra copy which will be transmitted to the Secretary of State at a later date when the contract for the work has been awarded.

One copy, fully executed, has been sent to the City of Rockaway for their files.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:HF
CC - G. S. Paxson
Enc.

RECEIVED
AUG 24 1944
FOR FILING

229-1035

Salem, Oregon
August 24, 1944

Agreement with City of Rockaway

Mr. C. B. McCullough,

Office

Dear Sir:

I am returning to you herewith two executed copies of the Agreement with the City of Rockaway, covering construction of a reinforced concrete pipe culvert to replace an existing culvert on Nehalem Avenue in Rockaway.

I have retained the original of this Agreement for the Commission's records and have sent one copy to the City for its information.

I have also retained one extra copy for transmittal to the Secretary of State, when the contract for the job has been awarded.

Very truly yours,

Secretary

HBG/jec
Encls.

RECEIVED
AUG [illegible] 1944
FOR FILING

229-1035

August 24, 1944

Hon. O. B. Randall, Mayor
City of Rockaway,
Oregon.

Dear Sir:

I hand you herewith, for the records and files of the City of Rockaway, an executed copy of its Agreement with the State Highway Commission covering the construction of a reinforced concrete pipe culvert to replace an existing culvert on Nehalem Avenue, in your city.

It is the intention of the State Highway Commission to advertise this project for bids, to be received on Monday, September 11, 1944, at the regular meeting of the Commission, which meeting is to be held in the Stock Exchange Room on the first floor of the Imperial Hotel in Portland. The bids will be received at 9:00 A.M. on that day.

The Highway Commission respectfully requests that representatives of the City Council be present on such occasion, to consult with the Commission in its study of the bids received. The intention is to award the contract on the same day, in the event a bid satisfactory to the City and the Commission is received, and provided the City deposits with the Commission, before the award, the sum of $359.47 as provided in the Agreement. This can be deposited with the Commission in advance of the meeting, or if you prefer it can be handed to the Commission at the meeting on September 11th.

Please advise me whether or not the City Council will be represented at the meeting. I presume, of course, that such representatives will have authority to act for the City in the matter.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG/jee
Encl.

RECEIVED
AUG [illegible] 1944
FOR FILING

229-1035

August 16, 1944

Mr. G. A. Sutherland
City Recorder
City of Rockaway
Oregon

Dear Sir;

Receipt is acknowledged of your communication of August 9th enclosing five signed copies of the agreement between your city and the State Highway Commission relative to the installation of a culvert on Nehalem Avenue in your city.

These instruments will be presented to the Highway Commission for approval and signature at the next meeting. In the meantime, we are preparing plans for the structure, utilizing the 42" reinforced concrete pipe in accordance with the action taken by your city council and your letter to us of June 10th.

The bids for this structure will be received by the Highway Commission at its meeting in Portland on September 11th. The bids will be opened at 9:00 A.M. in the Stock Exchange Room of the Imperial Hotel, and it is suggested that a representative of your city council be present in order to look over the bids and, in case you approve, signify your approval as recommended under Item 5, Page 3, of the contract.

Yours very truly,

C. B. McCullough
Assistant State Highway Engineer

cc H.B.Glaisyer
G.S.Paxson

CBM/k

RECEIVED
AUG 15 1944
FOR FILING

229-1035

Salem, Oregon
August 14, 1944

Mr. G. S. Paxson

The City of Rockaway has signed the agreement covering the culvert on Nehalem Avenue. I would suggest that you arrange to have plans ready for letting at the September meeting of the Highway Commission. I am turning the contracts over to Mr. Glaisyer so that they can be signed at the same meeting.

The scheme adopted was the one for which you estimated the cost to be $1365.00. I think you have a copy of this contract; if not, you can look it over and familiarize yourself with the terms thereof by consulting Glaisyer's copy or the one in the general files.

C. B. McCullough

CBM/k

CITY OF ROCKAWAY
"A BEACH RESORT"
TILLAMOOK COUNTY
OREGON

RECEIVED
AUG 14 1944
OREGON
STATE HIGHWAY COMMISSION

August 9, 1944.

Oregon State Highway Commission,
Salem, Ore.
Dear Sirs.-

Enclosed are signed copies of agreement between Highway Commission and City of Rockaway re installing culvert in this city.

Yours very truly,

G.A. Sutherland
City Recorder.

Sent to Mr. Glaisyer 8/14/44

---

Commission for execution at its next meeting.

In the meantime, we are proceeding to prepare the plans and specifications and will advertise them at the next meeting of the Highway Commission, provided, of course, that your city approves the arrangement set forth in the attached contracts.

As soon as we hear from you regarding this matter we will advise you of the date of our next meeting in order that you may be present at that time, if you so desire.

Yours very truly,

cc G.S.Paxson
J.M.Devers

C. B. McCullough
Assistant State Highway Engineer

CBM/k

RECEIVED
JUL 17 1944

229-1035

July 14, 1944

Mr. B. E. Conlan
Recorder
City of Rockaway
Oregon

Dear Mr. Conlan:

Reference is made to our previous correspondence in regard to the construction of the culvert in the City of Rockaway. In my letter of June 19th I stated that your request would be placed before the State Highway Commission at its next meeting and that if the arrangement suggested by you (to use your present allotment and hypothecate your funds for the coming year or years for the balance) was approved, we would proceed immediately to enter into contract with you covering the matter and to prepare plans and specifications for the work.

The purpose of this letter is to advise you that this matter had the attention of the Highway Commission at its meeting in Portland this week, and the arrangement suggested by you was approved. We are, therefore, sending you five copies of an agreement which our Chief Counsel, Mr. Devers, has prepared covering this matter. If this agreement is satisfactory to your city will you please execute all five copies and return to this office so that we can get them to the Highway Commission for execution at its next meeting.

In the meantime, we are proceeding to prepare the plans and specifications and will advertise them at the next meeting of the Highway Commission, provided, of course, that your city approves the arrangement set forth in the attached contracts.

As soon as we hear from you regarding this matter we will advise you of the date of our next meeting in order that you may be present at that time, if you so desire.

Yours very truly,

C. B. McCullough
Assistant State Highway Engineer

cc C.S.Paxson
J.M.Devers

CBM/k

FORM E-30 25M 9-43

AGENDA
JUL [illegible] 1944

5d

**OREGON STATE HIGHWAY COMMISSION**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1944

SUBJECT:

To:

Mr. C. B. McCullough,

Office.

Dear Mr. McCullough:

I have redrafted the Rockaway agreement and have incorporated your suggestions and I now hand you a copy of the redraft.

As I recall the arrangement it is that this subject will be submitted to the Highway Commission, together with this proposed form of agreement, and if the same is approved by the Commission it will then be offered to the City for approval and execution.

I think that as soon as the City executes the agreement the Commission can authorize the call for bids without waiting for execution of the agreement by the State.

You will note that this agreement refers to plans and specifications which are to be attached. We do not have those plans or specifications and therefore the agreement will not be complete until they are prepared and attached. I am leaving that matter to be taken care of by someone to whom you may assign the task.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW
Enc.

copy of agreement to WC 7/13

M

RECEIVED
JUN 21 1944
FOR FILING
229-1035

Salem, Oregon
June 20, 1944

Mr. J. M. Devers

I am herewith returning file in connection with the Rockaway culvert. I believe there is enough information so that you can prepare a form of contract between the State and the City of Rockaway.

As stated to you yesterday, I don't believe we should send this out until the Commission approves the transaction at its next meeting; however, I think it would be well to have the contract prepared.

I will be glad to discuss this matter if there is any further information which you need.

C. B. McCullough

Att.

CBM/k

RECEIVED
JUN 21 1944
FOR FILING
229-1035

June 19, 1944

Mr. B. E. Conlan
Recorder
City of Rockaway
Oregon

Dear Sir:

Receipt is acknowledged of your communication of June 10 in reply to ours of May 8 in regard to the proposed extension to the culvert on Nehalem Avenue in Rockaway. It is noted that at a regular meeting of your city council the design utilizing a 48" reinforced concrete pipe was adopted. It is further noted that your council proposes to use its present allotment under the State Tax Street Fund to apply on the cost of this project, and desires to know if arrangements can be made whereby the balance (approximately $505.53) can be carried over in some manner to be deducted from next year's allotment.

Your request will be placed before the State Highway Commission at its next meeting, and if this arrangement is approved we will proceed immediately to enter into contract with you covering the matter and to prepare plans and specifications so that contract for the same may be let not later than August.

We wish to assure you that in the event this arrangement is approved by the Commission, this Department will do everything possible to expedite the work.

Yours very truly,

C. B. McCullough
Assistant State Highway Engineer

cc G.S.Paxson

CBM/k

Mr. Paxson: Please note copy of letter from B. E. Conlan, Recorder, City of Rockaway, together with my reply. It might be a good idea for you to get the plans ready so that we can advertise it at once if the arrangement is approved by the Commission. Devers is going to draw up a contract. C.B.McC.

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1944

SUBJECT:

To: Mr. C. B. McCullough,
Office.

Dear Mr. McCullough:

I am returning the file which you left with me relative to the request by the City Recorder of Rockaway that the State lend some assistance in connection with the improvement of some streets.

It appears from the City Recorder's letter that the City has on hand $859.47, which is $505.53 short of enough to complete a project estimated to cost $1365.00. The City proposes that the deficiency be met by an assignment of the City's share of highway funds to be allocated in 1945.

You have asked my opinion as to whether or not the City may hypothecate its funds for the project. The Commission is authorized to enter into an agreement with any city for the improvement of city streets and the State may use state highway funds for such purpose

So far as the Commission's legal authority is concerned it may enter into a contract with the City of Rockaway for the improvement proposed, the City to reimburse the State by the payment of such funds as it has on hand at this time and to by assignment direct the Secretary of State to pay to the State Highway Commission out of the City's next year's allotment the balance due on the contract.

The whole matter should be covered by written agreement before bids are called for.

Yours very truly,

J.M. Devers
J. M. DEVERS

JMD:PW
Enc.

RECEIVED
JUN 17 1944
FOR FILING
229-1035

Salem, Oregon
June 15, 1944

Mr. J. M. Devers

Please note attached from B. E. Conlan, City Recorder for Rockaway. Will you please advise if the City of Rockaway can legally hypothecate next year's allotment to cover the cost of the work which they contemplate doing now; also whether you think a written agreement is necessary or if an exchange of letters will suffice.

If this can be done legally, we will put the matter on the agenda for consideration by the Highway Commission at its next meeting.

C. B. McCullough

Att.

CBM/k

RECEIVED
MAY 1944

229-1035

May 8, 1944

Mr. D. E. Comlen
City Recorder
Rockaway, Oregon

Dear Sir:

On May 1, Mr. Stephenson and Mr. Jensen of our Bridge Department obtained measurements and elevations at the site of the proposed extension to the box culvert at Rockaway Creek in Rockaway. As a result of this information, a revised estimate for a reinforced concrete box culvert is as follows:

**100' Extension to Existing Box Culvert**

| | | |
|---|---|---|
| Concrete | 42 cu. yd. at $30.00 | $1,260.00 |
| Steel | 5,870 lb. at .07 | 411.00 |
| Excavation | 25 cu.yd. at 3.00 | 75.00 |
| Removal of old structure, building flume, backfilling, etc. | | 250.00 |
| | | $1,996.00 |

The above estimate contemplates the removal of the old sidewalk and the old vehicular bridge, and the replacement of same with a 5' x 4' reinforced-concrete box culvert extending from the present highway culvert to the property line on the south side of the city street. With this scheme, it would be necessary to raise the street at the creek crossing approximately 15 inches.

We believe it would be feasible to use a 48" reinforced-concrete pipe at this location as an extension to the highway culvert. An estimate based on this idea is as follows:

**Using 48"-Reinforced-Concrete Pipe**

| | | |
|---|---|---|
| 100' reinforced concrete pipe | at $10.00 per ft. in place | $1,000.00 |
| Excavation | 25 cu. yd. at 3.00 | 75.00 |
| Removal of old structure | | 50.00 |
| Backfill and raise grade | | 150.00 |
| Concrete headwall | 3 cu. yd. at 30.00 | 90.00 |
| | | $1,365.00 |

A

The above estimate would require the raising of the street grade at the creek approximately 18 inches.

At Mr. Randall's request, we have made up an estimate using untreated timber. This estimate contemplates removing the old structure and replacing with an untreated timber span 5 feet wide and 4 feet high using 10 x 10's for caps, posts and sills; decking to consist of laminated 2 x 8's.

### Untreated Timber Culvert 100' Long

| | | |
|---|---|---|
| Excavation | 25 cu. yd. at $3.00 | $75.00 |
| Removal of old structure, backfilling, etc. | | 175.00 |
| Untreated Timber | 14 MFBM at 80.00 | 1,120.00 |
| | | $1,370.00 |

To replace the vehicular bridge with a new structure 5 feet wide and 40 feet long, of untreated timber, would require:

| | | |
|---|---|---|
| Removal old structure, excavation, backfilling | | $150.00 |
| Untreated timber | 5.5 MFBM at $80.00 | 440.00 |
| | | $590.00 |

The above estimate does not contemplate the removal or replacement of the sidewalk adjacent to the hotel. This plan would require the raising of the present street about 15 inches.

The estimates are being submitted for your consideration. We would recommend the use of permanent materials as our experience shows that untreated timber has a very short service life in that locality.

When the City Council has made a decision as to the type of structure desired, we will proceed to prepare plans and advertise for bids as per the original arrangement.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

MS GM
cc M. Stephenson

RECEIVED
APR 26 1944
FOR FILING

227-1035

April 21, 1944

Mr. B. E. Conlan
City Recorder
Rockaway Oregon

Dear Sir:

Receipt is acknowledged of your communication of April 19, addressed to Mr. Baldock. You advise that at a meeting of the City Council, April 18, this department was directed to prepare plans and call for bids for the culvert on Nehalem Avenue.

I am passing on your request to Mr. Paxson with instructions to prepare plans for the structure and to arrange to have it advertised for bids at an early meeting of the Highway Commission.

We will take bids on the structure in the name of the State, but will not award the contract until you have approved the low bid submitted, and have instructed us to make the award.

It will be necessary, before making this award, however, that you deposit with us a certified check covering the amount of the bid plus ten percent for contingencies. At the termination of the job, any surplus remaining to your credit would, of course, be returned to you.

If the above arrangement is satisfactory to your Council, we will cover the matter with an agreement and send the same to you for signature. As soon as this preliminary agreement is signed by both parties (your City and the Highway Commission), we can proceed with the preparation of plans and then advertise for bids. We will be glad to hear from you in this connection.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM RHS
cc G. S. Paxson
J. M. Devers

RECEIVED
APR 7 1944
FOR FILING
229-1035

April 6, 1944

Mr. B. E. Conlan
City Recorder
Rockaway, Oregon

Dear Mr. Conlan:

I am advised by Mr. Herman Kehrli, Executive Secretary of the League of Oregon Cities, that you have requested the assistance of an engineer in planning certain street work in Rockaway. I will be through Rockaway Monday afternoon, April 10th, and will contact you at that time.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP GM
cc Mr. Herman Kehrli
G. S. Paxson

# [illegible] REGON CITIES

EXECUTIVE OFFICES, FENTON HALL
UNIVERSITY OF OREGON
EUGENE

[illegible]
[illegible] INKSTER, FIRST VICE-PRESIDENT
COUNCILMAN, OSWEGO
HOWARD KRAMER, SECOND VICE-PRESIDENT
CITY MANAGER, MILTON
J. W. McARTHUR, TREASURER
SUPERINTENDENT, EUGENE WATER BOARD

HERMAN KEHRLI, EXECUTIVE SECRETARY
DIRECTOR OF THE BUREAU OF MUNICIPAL
RESEARCH, UNIVERSITY OF OREGON.

DIRECTORS
ORVAL EATON
MAYOR, ASTORIA
C. A. MEEKER
MAYOR, MEDFORD
R. EARL RILEY
MAYOR, PORTLAND
GEORGE STADELMAN
MAYOR, THE DALLES

ORVAL ETTER
LEGAL CONSULTANT

OFFICIAL PUBLICATION
"WESTERN CITY"

March 22, 1944

REFERRED TO
Parker
By Chief Engineer

See me

Mr. R. H. Baldock
State Highway Engineer
State Office Building
Salem, Oregon

Dear Mr. Baldock:

I have just received a letter from Mr. B. E. Conlan, city recorder of Rockaway, asking for the assistance of an engineer in planning their street work. The members of the council would like to have someone advise them particularly with reference to the replacement of a bridge on one of their streets.

I believe that this is the type of help which the highway commission is prepared to provide and have, therefore, advised Mr. Conlan that the request has been referred to you. I might say that I am referring the request direct to you rather than to Mr. Cutler because of the news item appearing in yesterday's paper to the effect that Mr. Cutler had suffered a heart attack on Sunday. I certainly hope that his condition is not serious and that it will not prevent him from carrying on with the postwar planning work.

Sincerely yours,

Herman Kehrli
Executive Secretary

HK:pam

Rockaway gets #846.00

RECEIVED
MAR 24 1944
STATE HIGHWAY COMMISSION

[illegible]

1-8301 Austin Jct.-Unity Jct. Rock 1944
Prod., John Day Hwy.
#2704

1-8301

R H BALDOCK

RECEIVED
JUL 1 1946
FOR FILING

NOTED
State Highway [illegible]

# FINAL COST ANALYSIS

Austin Section
Contract #2704

Rock Production
M. C. Lininger & Sons, Contractors
Darel Rohrbough, Resident Engineer

John Day Highway
Prefix 1-4210

| Item | Amount | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 3/4"-$\frac{1}{2}$" Cr. Mat'l. in Stockpile | 2,820.11 | Cu. Yd. | $2.44 | $2.85 | $6,875.07 | $8,037.31 |
| $\frac{1}{2}$"-$\frac{1}{4}$" Cr. Mat'l. in Stockpile | 2,269.92 | " " | 2.44 | 2.85 | 5,532.60 | 6,469.27 |
| $\frac{1}{4}$"-0 Cr. Mat'l. in Stockpile | 1,272.51 | " " | 2.44 | 2.85 | 3,104.92 | 3,626.65 |
| Clear and Grub Stockpile Sites | | All | | | 126.00 | 250.00 |
| Level Stockpile Sites | | All | | | 92.00 | 250.00 |
| Stockpile Screen Rejects | 911.26 | Cu. Yd. | 0.25 | 0.25 | 227.82 | 227.82 |
| Haul Adjustment, Favor of Contractor | 725.32 | Yd. Mi. | 0.15 | 0.15 | 108.80 | 108.80 |
| PA #1, $\frac{1}{2}$"-0 Sanding Material | 721.09 | Cu. Yd. | 1.03 | 1.50 | 742.72 | 1,081.64 |
| | | | | | $16,809.93 | $20,051.49 |

| | |
|---|---|
| Gross Revenue | $20,051.49 |
| Total Cost | 16,809.93 |
| Net Profit | $3,241.56 |

Net Profit Equals 16.2% of Gross Revenue

## Austin Junction-Unity Junction

### Detail of Cost

Labor:

| | | |
|---|---|---|
| Supervision | $520.00 | |
| Labor | 6,194.78 | |
| State Industrial Accident Insurance & Unemployment Insurance & Social Security | 743.38 | |
| | | $7,458.16 |

Equipment Rental & Miscellaneous:

| | | |
|---|---|---|
| Equipment Rental (Includes Repairs) | $3,445.00 | |
| Rented Equipment (Includes Gas, Oil and Grease, but not Wages) | 2,211.81 | |
| Freight and Cartage | 1,165.91 | |
| Explosives | 665.00 | |
| Small Tools and Miscellaneous | 242.00 | |
| Gas, Oil and Grease | 1,012.00 | |
| Bond and Insurance | 136.67 | |
| Home Office and General Overhead | 473.38 | |
| | | 9,351.77 |
| Total Cost . . . . . . . . . . . . . . . . . . | | $16,809.93 |

## Austin Section

Remarks:

This was a "State Project" calling for the furnishing of approximately 6,000 cubic yards of crushed rock in stockpile on the Austin Junction-Unity Junction Section of the John Day Highway. The contract was bid and awarded December 19th, 1944, but due to the number of projects held by the contractors which were more essential, work was not started until September 17th, 1945. Crushing was started October 9th, and finished November 1st, 1945, with the contractor working one nine-hour shift per day.

Equipment used consisted of one 3/4 cubic yard shovel, two pit trucks, one 210 compressor, the contractors' portable crushing plant and miscellaneous shop equipment. Hired trucks were used on all haul to stockpiles.

The contractor's set-up was made adjacent to the highway at M.P. 206.1 of the John Day Highway. An excellent shot in the quarry produced an abundance of rock suitable for the contractor's plant. 4,500 Pounds of powder were used, or about .75 of a pound per cubic yard of material.

Actual quantities produced amounted to 6,363 cubic yards. Actual working time for the crushing operations was 168 hours and average production per hour amounted to 38 cubic yards. Two and a half days of down time were caused by the breakdown of the shaker screen and was the only difficulty experienced by the contractors.

The price of $2.85 per cubic yard with 4-mile haul was very fair considering the smallness of the project.

Good equipment, low overhead and supervision, with excellent production for the contractor's small plant, allowed a good profit for the project.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
FOR FILING

1-8301

January 22, 1946

The Aetna Casualty and Surety Company,
Bates, Lively & Pearson, Agents
301 Yeon Building
Portland 7, Oregon

RE: 42 S 8018 - M.C.Lininger & Sons
Contract Bond - Contract No.2704

Gentlemen:

I am pleased to inform you that State Highway Contract No. 2704, M. C. Lininger & Sons, contractor, was accepted by the Highway Commission on December 14, 1945.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

gl

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND 7, ORE.

January 17, 1946

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: 42 S 8018 -- M. C. Lininger & Sons
Contract Bond -Contract No.2704

In connection with the above captioned bond, will you kindly advise us whether or not this job has been accepted and if so, the date of acceptance.

Thanking you kindly for giving this your earliest possible attention, we remain,

Very truly yours,

BATES, LIVELY & PEARSON

BY: Lively

aw

RECEIVED
18
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
Mrs Lewis
BY SECRETARY

prepare reply

RECEIVED
JAN 17
FORM E-30
FOR FILING

1-8301

## OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Jan. 16, 1946

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

| | Vou. # | Cont. # | Est. # | Name | Am't. | Wt. # | Note |
|---|---|---|---|---|---|---|---|
| 1. | 14690 | 2704 | 3-F | M. C. Lininger & Sons | 701.48 | 281551 | Oker |
| 2. | | | | | | | |
| 3. | | | | | | | |
| 4. | | | | | | | |
| 5. | | | | | | | |
| 6. | | | | | | | |
| 7. | | | | | | | |
| 8. | | | | | | | |
| 9. | | | | | | | |
| 10. | | | | | | | |
| 11. | | | | | | | |
| 12. | | | | | | | |

Mr. Glaisyer:

The notice of acceptance is on file in our office for this job.

amm

NOTED ON CARD
1-17-46 gl

ACCOUNTING DIVISION

By aall
Bookkeeping Dept.

payment sent out 1/16/46
eo

Approved
Secretary

RECEIVED
DEC 24 1945
FOR FILING

1-8301

Salem, Oregon
December 22, 1945

Mr. H. G. Smith

I am returning the authority for "overrun in project costs" approved. However, it appears to me that the explanation of the Resident Engineer is rather feeble because it should be evident that the slopes of the piles overrun the stakes.

R. H. Baldock
State Highway Engineer

RHB:ac

DEC 10 1945
FOR FILING

1-8301

December 7, 1945

The Aetna Casualty & Surety Co.,
Bates, Lively & Pearson, Agents
Yeon Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2704 for work on the Austin Junction-Unity Junction Section of the John Day Highway, in Baker and Grant County, has been completed by the contractor, M. C. Lininger & Sons, and that final payment in the amount of $701.48 will be made on or after December 17, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $20,051.49 and that no force account work was performed therein. This contract was completed on November 1, 1945. It has not been accepted as yet by the Highway Commission but we expect it to be at the meeting on Thursday of next week, December 13.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl NOTED ON CARD

12-7-45 gl

RECEIVED
NOV 17 1945
FOR FILING

1-8301

November 17, 1945

The Aetna Casualty & Surety Co.,
Bates, Lively & Pearson, Agents
Yeon Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to M. C. Lininger & Sons, on contract No. 2704, covering Rock Production on the Austin Junction-Unity Junction Section of the John Day Highway, in Baker and Grant Counties. This payment, in the amount of $15,527.26, will be made on or after November 27, 1945. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
H. B. Glaisyer
Secretary

gl

NOTED ON CARD

11-17-45 gl

RECEIVED
NOV 6 1945
FOR FILING

1-8301

November 6, 1945

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission, at its meeting on October 29, 1945, granted you the extension of time requested, from September 30 to December 15, 1945, without penalty, in connection with contract No. 2704 for rock production on the Austin Junction-Unity Junction Section of the John Day Highway, in Baker and Grant Counties.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
H. B. Glaisyer
Secretary

gl

cc: Paul Van Scoy
Division Engineer

Form E-1—5M—6-43

# OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 3, 1945

Section Austin Junction - Unity Junction

Kind of work Furnishing Crushed Materials

Highway John Day

Section prefix 1-8301

Contractor M. C. Lininger & Sons

Contract number 2704

Date of contract December 19, 1944

Date of completion September 30, 1945

Date work started September 18, 1945

Estimated date of completion November 1, 1945

Amount of contract . . . . . . . . $ 17,600.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . . . . . $ 19,000.00

Per cent of contract completed, based on total contract price . . . . . . . . . . . . . . 100 %

Engineering cost to date, $ 750.00, 4.2 %

Date project was completed November 1, 1945

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The crusher operated steadily ~~all~~ This week with only minor delays. All crushing was completed on Thursday evening. The contractor started tearing down the plant Friday morning. There is still some clean up work to be done on one stockpile site. This will be completed early next week.

The survey party has measured all stockpiles except those at the quarry site.

There was no work on the Adrian Surveys this week.

RECEIVED
NOV 5 1945
OFFICE OF
[illegible]

NOTED
E. A. PEASE

Signed Resident Engineer

Address P.O. Box 51 Baker, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  |  |  |
| Total estimated quantities |  |  | 6,000 |  |  |
| Estimated quantities moved or placed to date |  |  | 6,000 |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  | 1 |  |  |
| Hours per shift |  |  | 9 |  |  |
| Average force on project for week |  |  | 16 |  |  |

Percentages of men employed on contract to be secured from:

.......... County, ......%; .......... County, ......%; .......... County, ......%; .......... County, ......%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  | 3 | 2 | 4 | 9 |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  | 7 |  | 7 |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels 1, Power graders ..........., Rollers ..........., Mixers ..........., Crushing or screening plants 1

Compressors ..........., Bulldozers 1, Sheep-foot rollers ..........., . . . . . ..........., . . . . . ..........., . . . . . ...........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Cool |  |  |
| Monday | Cloudy |  |  |
| Tuesday | " |  |  |
| Wednesday | " |  |  |
| Thursday | Cold-Light Snow |  |  |
| Friday | Fair |  |  |
| Saturday | " |  |  |

STATE PRINTING DEPT.

M

RECEIVED
JAN 31 1945
FOR FILING

1-4210

January 30, 1945

M. C. Lininger & Sons,
P. O. Box 1386,
Medford, Oregon.

Gentlemen:

I wrote you on January 24th, that I was sending to you that day by express an executed copy of each of the following contracts that were awarded to you by the State Highway Commission on December 19, 1944:

✓ Contract No. 2704 for the Austin Junction-Unity Junction Rock Production Project on the John Day Highway, in Baker and Grant Counties;

Contract No. 2705 for the Union Rock Production and Resurfacing Project on three highways, in Baker and Union Counties; and

Contract No. 2711 for the Elgin Rock Production Project on the Weston-Elgin and Wallowa Lake Highways in Umatilla and Union Counties.

On the same day I expressed executed contracts to several other of the successful bidders at the December 19th meeting, but it now appears that some of these were misdirected.

This letter is to inquire whether or not you received executed copies of each of the above mentioned contracts and whether or not you received an executed copy of any contract that did not belong to you. If you did receive a copy of someone else's contract, will you please return it to me as soon as you can do so conveniently "Express Collect"; your courtesy will be much appreciated.

If you received more than one executed copy of any of the contracts that were awarded to you, will you kindly return the extra copy to me, as it is needed for other purposes.

To assist me in locating the missing copies of the contracts that were sent from this office on January 24th, will you please advise me by letter whether or not there has been any mix-up in the contracts supposed to have been sent to you on that day. A stamped addressed envelope is enclosed for your convenience.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG/jeo
Encl.

M

RECEIVED
[illegible] 4 1945
FOR FILING

1-4210

January 24, 1945

Bates, Lively & Pearson, Agents
The Aetna Casualty & Surety Company
301 Yeon Building
Portland 7, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of each of the following contracts which were awarded to M. C. Lininger & Sons by the State Highway Commission on December 19, 1944:

Contract No. 2704 covering Austin Junction-Unity Junction Rock Production Project on the John Day Highway.

Contract No. 2711 covering Elgin Rock Production Project on the Weston-Elgin and Wallowa Lake Highways.

Contract No. 2705 covering Union Rock Production and Resurfacing Project on Old Oregon Trail Highway and Medical Springs and Cove Highways.

Inasmuch as you are surety for the contractor on these jobs, we are sending you these copies of the contracts for your records and files.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RMR

RECEIVED
JAN 24 1945
FOR FILING

1-4210

January 24, 1945

H. C. Lininger & Sons
Box 1386
Medford, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of each of the following contracts which were awarded to you on December 19, 1944, by the State Highway Commission:

Contract No. 2704 covering Austin Junction-Unity Junction Rock Production Project on the John Day Highway.

Contract No. 2711 covering Elgin Rock Production Project on the Weston-Elgin and Wallowa Lake Highways.

Contract No. 2705 covering Union Rock Production and Resurfacing Project on Old Oregon Trail Highway and Medical Springs and Cove Highways.

These copies are for your records and files.

We are also sending executed copies to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

RMR

RECEIVED
DEC 21 1944
FOR FILING

1-4210

Cont - 2704

December 20, 1944

M. S. Lininger & Sons,
P. O. Box 1386,
Medford, Oregon.

Gentlemen:

The State Highway Commission on December 19, 1944, awarded you the contract for the Austin Junction-Unity Junction Rock Production Project on the John Day Highway in Baker and Grant Counties. This award was based on your low bid of $17,600.00, submitted on that date.

Contract forms will be sent to you for execution with a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jee

cc: Mr. Probert
Mr. Paxson

RECEIVED
DEC 21 1944
FOR FILING

1-4210

December 20, 1944

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

We are sending you today by express, four copies of Contract No. 2704, which was awarded to you by the State Highway Commission on December 19, 1944, covering the Austin Junction-Unity Junction Rock Production Project on the John Day Highway in Baker and Grant Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

1-8302 Union Rock Prod. & Resurf. 1944
Three Hwys., Baker & Union Counties
#2705

R. H. Bald

1-8302

RECEIVED
JAN 2 1946
FOR FILING

December 24th, 1945

Union Section
Contract #2705

# FINAL COST ANALYSIS
## Rock Production and Resurfacing

Old Oregon Trail and
Medical Springs Highways
Prefix 1-8302

M. C. Lininger & Son, Contractors
E. F. Chidsey, Resident Engineer

| Item | Quantity | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 3/4"-½" Cr. Mat'l. in Stockpile | 3,799.8 | Cu. Yd. | $2.17 | $2.65 | $8,245.57 | $10,069.47 |
| ½"-¼" " " " | 2,910.0 | " " | 2.17 | 2.65 | 6,314.70 | 7,711.50 |
| ¼"-0 " " " | 1,678.0 | " " | 2.17 | 2.65 | 3,641.26 | 4,446.70 |
| 3/4"-0 Mat'l in Resurf. | 1,430.6 | " " | 2.85 | 3.10 | 4,077.21 | 4,434.86 |
| Clearing & Grubbing Stockpile Sites | | All | | | 126.50 | 250.00 |
| Leveling S.P. Sites | | All | | | 88.00 | 250.00 |
| Rock Sold to County and City | 2,500.0 | Cu. Yd. | 2.72 | 3.08 | 6,791.94 | 7,700.00 |
| S.P. Reject Material | 315.4 | " " | 0.25 | 0.25 | 78.85 | 78.85 |
| S.P. Haul Reject Mat'l. | 373.54 | Yd. Mi. | 0.15 | 0.15 | 56.03 | 56.03 |
| | | | | | $29,420.06 | $34,997.41 |

| | |
|---|---|
| Gross Revenue | $34,997.41 |
| Total Cost | 29,420.06 |
| Net Profit | $5,577.35 |

Net Profit Equals 15.9% of Gross Revenue

NOTED
State Highway Engineer

## Detail of Cost

**Labor:**

| | | |
|---|---|---|
| Supervision | $3,877.25 | |
| Labor | 7,447.42 | |
| State Industrial Accident Insurance | 446.85 | |
| Unemployment Insurance | 223.42 | |
| Social Security | 74.47 | |
| | | $12,069.41 |

**Equipment Rental & Miscellaneous:**

| | | |
|---|---|---|
| Equipment Rental | $7,330.00 | |
| Rented Equipment | 478.00 | |
| Rented Trucks (Including Gas, Oil & Grease) | 4,126.60 | |
| Gas, Oil & Grease | 2,495.92 | |
| Explosives | 899.28 | |
| Small Tools & Misc. Supplies | 840.00 | |
| Bond | 204.73 | |
| Insurance and Interest | 147.20 | |
| Home Office & General Overhead | 818.92 | |
| | | 17,340.65 |
| Total Cost . . . . . . . . . . . . . . . . . . . . . . . . . . | | $29,420.06 |

**REMARKS:**

This was a "State Project" calling for the furnishing of 8,000 cubic yards of crushed rock in stockpile and the construction of 2.6 miles of crushed rock resurfacing. The project was bid and awarded December 19th, 1944, plant set-up started April 20th, 1945, crushing was started May 5th and was completed June 15th.

Equipment used by the contractors consisted of a 3/4 cu. yd. shovel, two pit trucks, the regular crusher set-up used by Liningers, two trucks hauling to stockpile supplemented by hired trucks as required and miscellaneous shop equipment.

The contractors set up at the existing quarry site at M.P. 308.9, about 6 miles south of Union. A good shot in the quarry provided an abundance of small rock suitable for the contractors' plant.

Original contract quantities for this project totaled 9,500 cu. yds. Additional amounts sold to Union County and the City of Union increased this total to 12,318 cu. yds. To produce this material the contractor worked 32 days out of 42 days elapsed time. The ten non-work days are accounted for by six Sundays, one holiday and three days down because of inclement weather. Except for down time caused by rain the production was very steady throughout. Total working time amounted to 296 hours, and average production per hour averaged 41.6 cu. yds.

Fair bid prices of $2.65 per cu. yd. for stockpile material with a 5.4-mile average haul, good supervision and good equipment allowed the contractors a fair profit for the project.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
JUL 13 1945
FOR FILING

1-8302

July 12, 1945

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2705, for work on the Union Section of the Medical Springs and Cove Highways in Baker and Union Counties, has been completed by the contractor, M. C. Lininger & Sons, and that final payment in the amount of $815.87 will be made on or after July 22, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $27,297.41 and that no force account work was performed therein. This contract was completed June 21, 1945, and accepted by the Commission on July 9, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

NOTED ON CARD
7-12-45 JR

RECEIVED
JUL 12 1945
FOR FILING

1-8302

July 10, 1945

Aetna Casualty & Surety Co.,
Bates Lively & Pearson, Agents,
Yeon Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to M. C. Lininger & Sons on contract No. 2705, covering rock production and resurfacing on the Union Section of the Medical Springs and Cove Highway, in Baker and Union Counties. This payment, in the amount of $2,377.79, will be made on or after July 20, 1945. The retained percentage is $819.02.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

gl

NOTED ON CARD
7-10-45 gl

Form H-1-326-3-41

## OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

No. 6

*For Week Ending* June 23, 1945, 19

*Section* Union

*Kind of work* Rock Production

*Highway* Old Oregon Trail, Medical Springs, etc.

*Section prefix* 1-8302

*Contractor* M. C. Lininger and Sons

*Contract number* 2705

*Date of contract* 12/19, 1944

*Date of completion* 7/31/, 1945

*Date work started* 5/5/45, 1945

*Estimated date of completion* June 21, 1945

*Amount of contract* $ 26,350.00

*Per cent of time elapsed* %

*Estimated cost of completed project, exclusive of engineering* $ 27,000.00

*Per cent of contract completed, based on total contract price* 100 %

*Engineering cost to date*, $ 1300000, %

*Date project was completed* , 19

*General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:*

The contractor completed work on the stock piles on Friday and has started moving his plant to Elgin.

The stock piles are all measured and the estimate will be in early next week.

NOTED E. G. SMITH

NOTED RALPH EGGSTAFF

NOTED E. A. PEASE

RECEIVED JUN 25 1945 OFFICE OF

*Signed*

*Address* LaGrande, Oregon

**Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file**

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  |  |  |
| Total estimated quantities |  | 1,500.00 | 8,000 |  |  |
| Estimated quantities moved or placed to date |  | 1,430.00 | 8,500 |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  | 1 |  |  |
| Hours per shift |  |  | 8 |  |  |
| Average force on project for week |  |  | 14 |  |  |

Percentages of men employed on contract to be secured from:

........ County, ......%; ........ County, ......%; ........ County, ......%; ........ County, ......%;

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels 1, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants 1

Compressors 1, Bulldozers 1, Sheet-foot rollers 10-trucks, ........, ........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | fair |  |  |
| Monday | fair |  |  |
| Tuesday | fair |  |  |
| Wednesday | fair |  |  |
| Thursday | rain-hail |  | contracter completed job to-day |
| Friday | fair |  |  |
| Saturday | fair |  |  |

STATE PRINTING DEPT.

Form E-1—6M—9-41

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

*For Week Ending* June 9, 1945

*Section* Union

*Kind of work* Rock Production

*Highway* Old Oregon Trail, Medical Springs & Cove

*Section prefix* 1-8302

*Contractor* M. C. Lininger and Sons

*Contract number* 2705

*Date of contract* 12/19/44, 19

*Date of completion* 7/31/45, 19

*Date work started* 5/5/45, 19

*Estimated date of completion* June 15, 1945

*Amount of contract* $26,350.00

*Per cent of time elapsed* %

*Estimated cost of completed project, exclusive of engineering* $26,350.00

*Per cent of contract completed, based on total contract price* 100 %

*Engineering cost to date,* $1200.00, %

*Date project was completed* , 19

*General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:*

The contractor has completed the stockpiles for the contract except for shaping some of them for measurement. The plant will be running about four or five more days on material for the County and the town of Union.

NOTED
RALPH EGGSTAFF

NOTED
E A PEASE

RECEIVED
JUN 11 1945
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
C. SMITH

*Signed* E. F. Lindner

*Address* LaGrande, Oregon

**Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file**

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | 1,500 | 8,000 | | |
| Estimated quantities moved or placed to date | | 1,430 | 8,000 | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | 1 | | |
| Hours per shift | | | 10 | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

........ County, ....%; ........ County, ....%; ........ County, ....%; ........ County, ....%;

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels 1, Power graders 1, Rollers ........, Mixers ........, Crushing or screening plants 1

Compressors 1, Bulldozers 1, Sheet-foot rollers 10-trucks ........, ........, ........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Rain | | |
| Monday | rain | | |
| Tuesday | rain | | no work |
| Wednesday | rain | | no work |
| Thursday | rain | | |
| Friday | clear | | |
| Saturday | rain | | |

STATE PRINTING DEPT.

RECEIVED
3 1945
FOR FILING

1-83

May 2, 1945

Standard Oil Company of California
Old National Bank Bldg.
P. O. Box 1495
Spokane 7, Washington

Attention: Mr. R. T. Vivian, District Manager

Dear Sir:

In response to your request of the 25th ultimo, I am pleased to give you the following information concerning a contract award by the State Highway Commission to M. C. Lininger and Sons for rock production and resurfacing near Union in Baker and Union Counties, Oregon.

This job is described as State Highway Contract No. 2705. It covers the furnishing of crushed surfacing materials in stock-piles and the resurfacing of 2.6 miles of the Cove Secondary Highway in Union County. The location of the work is on the old Oregon Trail, the Medical Springs Secondary Highway and on the Cove Secondary Highway. The bond furnished by the contractor was written by the Aetna Casualty and Surety Company for whom Bates, Lively and Pearson are local agents in the Yeon Building, Portland, Oregon. The amount of the contract if $26,350 which is also the amount of the bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG:pv

**STANDARD OIL COMPANY OF CALIFORNIA**

MARKETING DEPARTMENT
R. T. VIVIAN
DISTRICT MANAGER
A. E. EDWARDS
F. H. PAINE
ASSISTANT DISTRICT MANAGERS
S. A. GRONSDAHL
ASSISTANT TO THE DISTRICT MANAGER

SPOKANE 7, WASHINGTON

OFFICE
OLD NATIONAL BANK BLDG.
P. O. BOX 1498

April 25, 1945

M. C. Lininger & Sons

State of Oregon
Department of Highways
Salem, Oregon

Gentlemen:

The above contracting firm have been awarded a resurfacing contract at or near Union, Oregon and will require a line of merchandise from our Company.

In view of this, we would appreciate the official description of the job, its location and the name and address of the bondsman furnishing security bond and the amount thereof.

Very truly yours,

STANDARD OIL COMPANY OF CALIFORNIA

By
R. T. Vivian
District Manager

RWM:PB

RECEIVED
APR 27 1945
[illegible]
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

RECEIVED
JAN 31 1945
FOR FILING

1-42 11

January 30, 1945

M. C. Lininger & Sons,
P. O. Box 1386,
Medford, Oregon.

Gentlemen:

I wrote you on January 24th, that I was sending to you that day by express an executed copy of each of the following contracts that were awarded to you by the State Highway Commission on December 19, 1944:

Contract No. 2704 for the Austin Junction-Unity Junction Rock Production Project on the John Day Highway, in Baker and Grant Counties;

✓ Contract No. 2705 for the Union Rock Production and Resurfacing Project on three highways, in Baker and Union Counties; and

Contract No. 2711 for the Elgin Rock Production Project on the Weston-Elgin and Wallowa Lake Highways in Umatilla and Union Counties.

On the same day I expressed executed contracts to several other of the successful bidders at the December 19th meeting, but it now appears that some of these were misdirected.

This letter is to inquire whether or not you received executed copies of each of the above mentioned contracts and whether or not you received an executed copy of any contract that did not belong to you. If you did receive a copy of someone else's contract, will you please return it to me as soon as you can do so conveniently "Express Collect"; your courtesy will be much appreciated.

If you received more than one executed copy of any of the contracts that were awarded to you, will you kindly return the extra copy to me, as it is needed for other purposes.

To assist me in locating the missing copies of the contracts that were sent from this office on January 24th, will you please advise me by letter whether or not there has been any mix-up in the contracts supposed to have been sent to you on that day. A stamped addressed envelope is enclosed for your convenience.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG/jeo
Encl.

RECEIVED
JAN 26 1945
FOR FILING

1-4211

January 24, 1945

M. C. Lininger & Sons
Box 1386
Medford, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of each of the following contracts which were awarded to you on December 19, 1944, by the State Highway Commission:

Contract No. 2704 covering Austin Junction-Unity Junction Rock Production Project on the John Day Highway.

Contract No. 2711 covering Elgin Rock Production Project on the Weston-Elgin and Wallowa Lake Highways.

Contract No. 2705 covering Union Rock Production and Resurfacing Project on Old Oregon Trail Highway and Medical Springs and Cove Highways.

These copies are for your records and files.

We are also sending executed copies to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

[illegible]

RECEIVED
DEC 21 1944
FOR FILING

1-4811

December 20, 1944

Cont. 2705

M. C. Lininger & Sons,
P. O. Box 1386,
Medford, Oregon.

Gentlemen:

The State Highway Commission on December 19, 1944, awarded you the contract for the Union Rock Production and Resurfacing Project on three highways, in Baker and Union Counties. This award was based on your low bid of $26,390.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

jec

cc: Mr. Probert
Mr. Paxson

RECEIVED
DEC 21 1944
FOR FILING

1-4211

December 20, 1944

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

We are sending you today by express four copies of Contract #2705, which was awarded to you by the State Highway Commission on December 19, 1944, covering Medical Springs and Cove Highway Rock Production Project in Baker and Union Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

rmr
Encls.

3-8301 Sandy-Government Camp Sec., 1944
Mt. Hood Hwy.
#2706

RECEIVED
AUG 10 1945
FOR FILING

3-8301

August 9, 1945

General Casualty Company of America
Dooly & Company, Agent
312 Board of Trade Building
Portland 4, Oregon

Gentlemen:

This letter is to inform you that Vernie Jarl, Contractor, Gresham, Oregon, has completed his Contract No. 2706 with the State Highway Commission for rock production on the Sandy-Government Camp Section of the Mt. Hood Highway in Clackamas County and that final payment in connection with said job, amounting to $750, will be paid to Mr. Jarl as soon as the job has been formally accepted by the State Highway Commission. We anticipate that the Commission will take action in the matter at its next meeting on August 30, 1945, so if you have any objections to the release of the final amount, you should advise us prior to that date. In any event, we would appreciate your acknowledgment of the receipt of this letter.

For your further information, I have to advise that the total amount earned by Mr. Jarl, including the final amount and the retained percentage, is $22,473.97. Mr. Jarl performed no force account work in connection with this job. Inspection of the records also reveals that no claims against the project have been filed with the State Highway Commission.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

HBG:ee

NOTED ON CARD
8-9-45
ee

RECEIVED
AUG 6 - 1945
FOR FILING

3-8301

August 6, 1945

General Casualty Company of America,
Dooly & Company, Agents,
312 Board of Trade Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Vernie Jarl, on contract No. 2706, covering Rock Production on the Sandy-Government Camp Section of the Mt. Hood Highway, in Clackamas County. This payment, in the amount of $2,141.01, will be made on or after August 17, 1945. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

NOTED ON CARD
8-6-45 JL

Form E-1—5M—4-44

## OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 28, 1945

Section Sandy-Government Camp

Kind of work Crushed Rock In Stock Piles

Highway Mt Hood

Section prefix 3-8301

Contractor Vernie Jarl

Contract number 2706

Date of contract December 19, 1944

Date of completion July 20 1945

Date work started January 24, 1945

Estimated date of completion July 20 1945

Amount of contract $ 22520.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 22520.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1505.00, %

Date project was completed July 20, 1945

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed the remeasure of stock piles and computations this week and final records will be completed Monday

RECEIVED JUL 30 1945

NOTED
RALPH ECCSTAFF

NOTED
F A PEASE

Signed Carl Peterson

Address 9200 SE McLaughlin

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | 28.96 | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | 7600 | | |
| Estimated quantities moved or placed to date | | | 7600 | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

........ County, ....%; ........ County, ....%; ........ County, ....%; ........ County, ....%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ........, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants ........

Compressors ........, Bulldozers ........, Sheep-foot rollers ........, . . . . . ........, . . . . . ........, . . . . . ........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Cloudy | | |
| Monday | Fair | | |
| Tuesday | " | | |
| Wednesday | Cloudy | | |
| Thursday | Fair | | |
| Friday | " | | |
| Saturday | " | | |

STATE PRINTING DEPT.

RECEIVED
13 1945
FOR FILING

3-8301

July 12, 1945

General Insurance Company of America
601 Board of Trade Building
Portland 4, Oregon

Attention: C. H. Burnett

Gentlemen:

Reference is made to your letter of the 10th inst., concerning amount payable by the State Highway Commission to Vernie Jarl, contractor, as of July 1, 1945. I am not able to check your figure exactly because our estimate paying date is on the 15th of the month, however, the records disclose that on June 15 the value of the work remaining to be done by Mr. Jarl was $7,056.68. There was also due and payable to him at that time the sum of $2,291.29 for work performed during the month ending on that date. The job has not yet been finaled, so the final amount to be paid Mr. Jarl may be more or less than $7,056.68. It cannot be determined until the Engineer's field notes of the job have been checked.

Trusting that the above information will prove satisfactory for your purposes, I remain

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBC gl

**GENERAL INSURANCE COMPANY OF AMERICA**
**FIRST NATIONAL INSURANCE CO. OF AMERICA**
**GENERAL CASUALTY COMPANY OF AMERICA**
HOME OFFICES – SEATTLE, WASHINGTON

H. K. DENT
PRESIDENT

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING

PORTLAND 4, OREGON

July 10, 1945

State Highway Department
Salem, Oregon

Re: Vernie Jarl, Contractor - Gresham, Oregon

Dear Sir:

Our company has been furnished financial statement on behalf of the above contractor, July 1, 1945, in which he lists an account receivable in the amount of $7,937.80 in connection with his rock production contract with the Highway Department, which had to do with his contract on the Sandy Government Camp, Mount Hood Highway, Clackamas County, contract no. 270706.

On the foot of this letter, won't you kindly indicate if that amount was approximately correct as of that date.

Very truly yours,

G H Burnett.

G. H. Burnett

dl

6118 Jun 5 Paid

7322 ~~[illegible]~~ [illegible]

[illegible]

2,291.29

574~~2~~-D.

[illegible] Complete

RECEIVED
JUL 11 1945
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

RECEIVED
JUL 12 1945
FOR FILING

3-8301

July 11, 1945

Mr. Vernie Jarl
438 S. Roberts Ave.
Gresham, Oregon

Dear Sir:

The State Highway Commission, at its meeting on July 9, 1945, granted you the extension of time requested, from June 15 to July 20, 1945, without penalty, in connection with contract No. 2706 for rock production on the Sandy-Government Camp Section of the Mt. Hood Highway in Clackamas County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

gl

cc: F. T. Young
Division Engineer

Form E-1—6M—6-44

## OREGON STATE HIGHWAY COMMISSION
## FIELD ENGINEER'S WEEKLY REPORT
### FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 7, 1945

Section Sandy - Government Camp

Kind of work Crushed Rock in Stock Piles

Highway Mt. Hood

Section prefix 3 - 830I

Contractor Vernie Jerl

Contract number 2706

Date of contract Dec. I9, 1944

Date of completion June I5, 1945

Date work started Jan. 24, 1945

Estimated date of completion July I5, 1945

Amount of contract $ 22,520.00

Per cent of time elapsed I00 %

Estimated cost of completed project, exclusive of engineering $20,200.00

Per cent of contract completed, based on total contract price 90 %

Engineering cost to date, $ I285.00, 95 %

Date project was completed 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor made a very poor showing this week, due to shutting down plant while overhauling the Diesel that runs the roller crusher. He did get the plant to producing II6 cu.yds of ¼- I0 in 8 hrs. and should finish crushing by the end of this coming week. He has 700 yds. of ¼" - I0 yet to produce.

RECEIVED
JUL 9 1945
OFFICE OF
[illegible]

NOTED
RALPH FOGSTAFF

NOTED
[illegible]

Signed Carl A Peterson

Address 9200 S.E.McLoughlin

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  | 28.96 |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  |  |  |
| Total estimated quantities |  |  | 7600 |  |  |
| Estimated quantities moved or placed to date |  |  | 6900 |  |  |
| Average daily quantities |  |  | 50 |  |  |
| Average daily quantities necessary to complete project on time |  |  | - |  |  |
| Number shifts per day |  |  | I |  |  |
| Hours per shift |  |  | 8 |  |  |
| Average force on project for week |  |  | 8 |  |  |

Percentages of men employed on contract to be secured from:

........ County, ....%; ........ County, ....%; ........ County, ....%; ........ County, ....%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men | 3 |  |  |  |  | I | 4 |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons | 4 |  |  |  |  |  | 4 |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels I, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants I

Compressors ........, Bulldozers ........, Sheep-foot rollers ........, ........, ........, ........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | clear |  |  |
| Monday | " |  |  |
| Tuesday | " |  |  |
| Wednesday | " | I day | Overhauling Engine that runs the rolls |
| Thursday | " | I day | " |
| Friday | " | I day | " |
| Saturday | " |  |  |

STATE PRINTING DEPT.

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | 28.96 | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | 7600 | | |
| Estimated quantities moved or placed to date | | | 6900 | | |
| Average daily quantities | | | 50 | | |
| Average daily quantities necessary to complete project on time | | | - | | |
| Number shifts per day | | | I | | |
| Hours per shift | | | 8 | | |
| Average force on project for week | | | 8 | | |

Percentages of men employed on contract to be secured from:

.................. County, ......%; .................. County, ......%; .................. County, ......%; .................. County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | 3 | | | | | I | 4 |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | 4 | | | | | | 4 |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels I, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants I

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . . . ............, . . . . . . ............, . . . . . . ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | clear | | |
| Monday | " | | |
| Tuesday | " | | |
| Wednesday | " | I day | Overhauling Engine that runs the rolls |
| Thursday | " | I day | " |
| Friday | " | I day | " |
| Saturday | " | | |

STATE PRINTING DEPT.

RECEIVED
JAN 24 1945
FOR FILING

3-4205

January 24, 1945

Mr. Vernie Jarl
438 S. Roberts Avenue
Gresham, Oregon

Dear Mr. Jarl:

We are sending you today by express a fully executed copy of Contract No. 2706 which was awarded to you on December 19, 1944, by the State Highway Commission covering Sandy-Government Camp Rock Production Project on the Mt. Hood Highway in Clackamas County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

RMR

RECEIVED
DEC 21 1944
FOR FILING

3-4205

Cont. 2706

December 20 , 1944

Vernie Jarl,
438 S. Roberts Ave.,
Gresham, Oregon.

Dear Sir:

The State Highway Commission, on December 19, 1944, awarded you the contract for the furnishing of crushed rock in stockpiles on the Sandy-Government Camp Section of the Mt. Hood Highway in Clackamas County. This award was based on your low bid of $22,320 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

jee

cc: Mr. Probert
Mr. Paxon

RECEIVED
DEC 21 1944
FOR FILING

3-4205

December 20, 1944

Mr. Vernie Jarl
438 S. Roberts Avenue
Gresham, Oregon

Dear Mr. Jarl:

We are sending you today by express four copies of Contract #2706 which was awarded to you by the State Highway Commission on December 19, 1944, covering the Sandy-Government Camp Rock Production Project on the Mt. Hood Highway in Clackamas County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

PMT
Encls.

4-8301 Elsie-Sunset Camp-Vernonia Rock 1944
Prod., Clatsop, Tillamook, Columbia
#2707 & Washington Counties

9m

FORM E-20 25M 8-43

RECEIVED
AUG 9 1946
FILING

4-8301

## OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

| | Vou. # | Cont. # | Est. # | Name | Am't. | Wt. # | Note |
|---|---|---|---|---|---|---|---|
| 1. | 10677 | 2707 | 9 Final | T. F. Skelton &H.H. Wiecks | 901.67 | 293016 | ok, gl |
| 2. | | | | | | | |
| 3. | | | | | | | |
| 4. | | | | | | | |
| 5. | | | | | | | |
| 6. | | | | | | | |
| 7. | | | | | | | |
| 8. | | | | | | | |
| 9. | | | | | | | |
| 10. | | | | | | | |
| 11. | | | | | | | |
| 12. | | | | | | | |

NOTED ON CARD
8-8-46, gl

Mr. Glaisyer:
Your acceptance notice is on file in our office for this contract.

ACCOUNTING DIVISION

By________________
Bookkeeping Dept.

Approved HBG.
Secretary

RECEIVED
JUL 3 1946
FOR FILING

4-8301

July 2, 1946

Shelton and Klecke
Andrews Building
Toledo
Oregon

Gentlemen:

The State Highway Commission, at it's meeting on June 26, 1946, granted you the extension of time requested, from April 10 to April 30, 1946, without penalty, in connection with contract No. 2797 covering rock production on the Elsie-Sunset Camp-Vernonia Section of four highways in Clatsop, Tillamook, Columbia and Washington Counties.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

cc: W. C. Williams

RECEIVED
JUL 2 1946
FOR FILING

4-8301

July 2, 1946

American Surety Company,
W. A. King, Agent
Yeon Building
Portland 4, Oregon

Dear Sir:

You are hereby notified that State Highway contract No. 2707, for work on the Elsie-Sunset Camp-Vernonia Section of four highways in Clatsop, Tillamook, Columbia and Washington Counties, has been completed by the contractor, T.F.Shelton and H.H.Wiecks, and that final payment in the amount of $901.67 will be made on or after July 12, 1946.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $29,864.83, and that no force account work was performed therein. This contract was completed on April 30, 1946 and accepted by the Commission on June 27, 1946.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD
7-2-46 gl

Form E-1—5M—6-44

4-8301

## OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 15th, 1946, 19

Section Elsie - Sunset Camp - Vernonia

Kind of work Rock Production

Highway Wolf Creek and Nehalem

Section prefix 4 - 8301

Contractor Skelton and Wiecks

Contract number 2707

Date of contract July 14th, 1945, 19

Date of completion April 30th, 1946, 19

Date work started July 14th, 1945, 19

Estimated date of completion April 30th, 1946, 19

Amount of contract $ 30,355.00

Per cent of time elapsed 107 %

Estimated cost of completed project, exclusive of engineering $ 29,258.77

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 3495.00, %

Date project was completed April 30th, 1946, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate and the accompanying records were delivered to the Division Office June 18th, 1946.

This is the final report on this job.

NOTED
RAY WEBBER

NOTED
H. W. LIBBY

RECEIVED
JUN 17 1946
OFFICE OF
ENGINEER

NOTED
E. A. PEASE

Signed A.B. Dean

Address 9200 SE McLoughlin Blvd. Port. Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

RECEIVED
JUN 17 1946
FOR FILING

4-8301

June 14, 1946

American Surety Company,
W. A. King, Agent
Yeon Building
Portland 4, Oregon

Dear Sir:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to T.F. Skelton and H.M.Wiecks, on Contract No. 2707, covering rock production on the Elsie-Sunset Camp-Vernonia Section on four highways, in Clatsop, Tillamook, Columbia and Washington Counties. This payment, in the amount of $1,439.49, will be made on or after June 24, 1946. The retained percentage is $895.77.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD
6-14-46, gl

RECEIVED
APR 18 1946
FOR FILING

4-8301

April 15, 1946

Shelton & Wiecks
Andrews Bldg.
Toledo, Oregon

Gentlemen:

The State Highway Commission, at its meeting on April 4, 1946, granted you the extension of time requested, from February 15, 1946 to April 10, 1946, without penalty, in connection with contract No. 2707 for Rock Production on the Elsie-Sunset Camp-Vernonia Section of 4 Highways, in Clatsop, Tillamook, Columbia and Washington Counties.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

cc: W. C. Williams

RECEIVED
MAR 14 1946
FOR FILING

4-8301

March 13, 1946

American Surety Company,
K. F. Warrach, Manager
725 Yeon Building
Portland 4, Oregon

Re: 893748-K F.H.McEwen and Jed Wilson

Gentlemen:

We hand you herewith, as requested in your letter of March 12, a copy of the Resolution adopted by the State Highway Commission on July 9, 1945 and also a copy of the Agreement approving the Assignment of State Highway Contract No. 2707 by F.H.McEwen and Jed Wilson in favor of T. F. Shelton and H. H. Wiecks,

We are pleased to be of service to you in this matter.

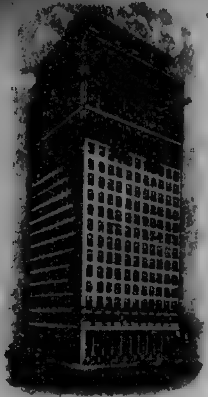
Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl
Enclosure

A. F. LAFRENTZ
*President*



**American Surety Company**
*of New York*

PORTLAND BRANCH OFFICE · 725 YEON BUILDING
522 S.W. FIFTH AVENUE · TELEPHONE ATWATER 9438

*Portland 4, Ore.*

March 12th, 1946

Re: 893748-K F. H. McEwen and Jed Wilson

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Reference is made to your letter of July 12th, 1945 in which you forwarded to us a copy of the Resolution adopted by the State Highway Commission and also an executed copy of the Agreement approving the Assignment of State Highway Contract No. 2707 by F. H. McEwen and Jed Wilson in favor of T. F. Skelton and H. H. Wiecks.

We did not keep a copy of this Assignment and Agreement and we would appreciate it very much if you would send along a further copy for our file.

Very truly yours,

K. F. Warrack

K. F. Warrack
Manager

KFW/br

REFERRED TO
Eggstaff
BY SECRETARY

please send him the information (certified)
HBG

RECEIVED
MAR 13 1946
OREGON
STATE HIGHWAY COMMISSION

CASUALTY INSURANCE · FIDELITY AND SURETY BONDS

RECEIVED
JAN 7 1946
FOR FILING

4-8301

January 7, 1946

Messrs. F.E.McEwen & Jed Wilson
Seaside
Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 27, 1945, granted you the extension of time requested, from December 15, 1945 to February 15, 1946, without penalty, in connection with contract No. 2707 for Rock Production on the Elsie-Sunset Camp-Vernonia Section of 4 Highways, in Clatsop, Tillamook, Columbia and Washington Counties.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
H. B. Glaisyer
Secretary

gl

cc: W. C. Williams

RECEIVED
[illegible] 21 1945
FOR FILING

4-8301

November 17, 1945

Shelton & Wiecks
Contractors
Toledo, Oregon

Gentlemen:

Please sign and return to us the six copies of Price Agreement enclosed herewith.

On execution of this agreement, you are authorized to proceed with the furnishing of 1/4" - 10 mesh material from the commercial plant near Forest Grove as was proposed in your letter of November 13th.

You understand, of course, that you will be required to absorb the cost of whatever extra haul may be required in making delivery from the Forest Grove plant instead of from the Quartz Creek Quarry.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

cc H. G. Smith
W. C. Williams

OREGON STATE HIGHWAY DEPARTMENT

# PRICE AGREEMENT

## APPLYING TO EXTRA WORK AND EXTRA MATERIAL

| | | | |
|---|---|---|---|
| Project Name | Elsie-Sunset Camp-Vernonia R. P. Project | Date | November 17, 1943 |
| Highway | Wolf Creek | Contract No. | 2707 |
| County | Washington | Prefix | - |
| Contractor | Skelton & Wiecks | F. A. Project No. | - |
| Address | Toledo, Oregon | Price Agreement No. | 1 |

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Substitute 1,200 cu. yds. of ¼" - 10 mesh crushed gravel from commercial plant near Forest Grove for 1,200 cu. yds. of ¼" - 10 mesh crushed rock specified in the contract to be furnished from Quartz Creek Quarry at M.P. 24.56 of the Wolf Creek Hwy.

Locations by station numbers:

Names of pay items, estimated quantities and agreed prices:

Pay items and unit prices will be the same as listed in contract for material from Quartz Creek Quarry, namely:

| | | |
|---|---|---|
| ¼" - 10 mesh Crushed Rock in Stockpile | - | $1.75 per cu. yd. |
| Hauling Crushed Rock, Pile Measure | - | $0.115 per yd. mile |

Specifications, basis of measurement and other provisions:

Crushed gravel to be furnished shall be 100% crushed material as per sample submitted. It shall be delivered in stockpiles at the locations specified in the contract. Pay quantities of Haul will be the same as they would have been had the materials been furnished from the Quartz Creek Quarry.

**INSTRUCTIONS**

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

| | |
|---|---|
| Total Original Authorizations | $33,390.50 |
| Total Authorizations to Date | $33,390.50 |
| Additional Authorization Requested | $None |

Submitted by: ..................
Resident Engineer

Signed: ..................
Contractor

Approval Recommended: ..................
Division Engineer

Approval Recommended: ..................
Construction—Bridge—Engineer

Approved: ..................
State Highway Engineer

STATE PRINTING DEPT.

H. H. WIECKS

SKELTON AND WIECKS
CONTRACTORS
TOLEDO, OREGON

ANDREWS BUILDING
PHONE 157

November 13, 1945.

Mr. R. H. Baldock,
Engineer Oregon State Highway Commission,
State Office Building,
Salem, Oregon.

Dear Sir: Re State Highway Contract No. 2707, Furnishing crushed materials for Wolf Creek Highway.

Confirming our verbal request of this date, we are asking permission to substitute ¼" to #10 materials secured from the commercial plant near Forrest Grove in an amount not to exceed 1200 cu. yds.

We agree that this material will be furnished under the same terms and conditions as set forth in your State Highway Contract No. 2707.

Yours very truly,

Skelton & Wiecks,

By F. C. Dillard
F. C. Dillard.

FCD/oc

RECEIVED
NOV 14 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 8 1945
FOR FILING

4-8301

November 6, 1945

Shelton & Wiecks
Andrews Building
Toledo, Oregon

Gentlemen:

The State Highway Commission, at its meeting on October 29, 1945, granted you the extension of time requested, from October 31 to December 15, 1945, without penalty, in connection with contract No. 2707 for rock production on the Elsie-Sunset Camp-Vernonia Section of 4 Highways, in Clatsop, Tillamook, Columbia and Washington Counties.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl

cc: F. T. Young
Division Engineer

RECEIVED
OCT 1 1945
FOR FILING

d-8301

September 29, 1945

Messrs. T.J.Shelton & H.H.Wiecke
Toledo
Oregon

Gentlemen:

The State Highway Commission, at its meeting on September 24, 1945, granted you the extensions of time requested, without penalty, as follows:

> Contract No. 2707, for rock production on the Elsie-Sunset Camp-Vernonia Section of four highways in Clatsop, Tillamook, Columbia and Washington Counties, from September 12, 1945, to October 31, 1945.
>
> Contract No. 2710, for rock production on the Newport Section of the Corvallis-Newport and Siletz Highway in Lincoln County, from July 14, 1945, to July 26, 1945.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

cc: F.T.Young
F.D.Mason

RECEIVED
JUL 16 1945
FOR FILING

4-8301

July 13, 1945

Shell Oil Company
1220 S. W. Morrison Street
Portland 5, Oregon

Attention: R.H.Forbes
Division Credit Mgr.

Gentlemen:

I am returning to you, herewith, your Contractor Stencil Form No.37, concerning Jed Wilson, contractor. I have filled this out to the best of my ability,with the information available,but am not certain it is correct due to the indefiniteness of the job description you have given.

The information that I am supplying you concerns State Highway Contract No. 2707 and is for the production of rock on the Elsie-Sunset Camp-Vernonia Section on four highways, in Clatsop, Tillamook, Columbia and Washington Counties. This contract was awarded by the State Highway Commission on December 19, 1944, to F. H. McEwan and Jed Wilson of Seaside. The job was supposed to have been completed by June 30, 1945, but was not completed within the specified time limit. The contract has since then been assigned to another copartnership consisting of T. F. Skelton and H. E. Wiecks, who are now completing the work. The amount of the contract is $30,355.00. This is also the amount of the bond which was written by the American Surety Company of New York, W.A. King, resident agent, Seaside, Oregon. This Company has also assumed the bond obligation under the assignment. The new date for completion of the project has been specified as September 12, 1945.

In the event that the project you have in mind is not the one described above please advise, giving a better description, and I will furnish the correct information, if possible.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBO gl
Encl.

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND 5, OREGON

TELEPHONE ATWATER 7321

July 12, 1945

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Jed Wilson
Seaside, Oregon

Attached is our Contractor Stencil Form No. 37 outlining the information we wish to have on hand before supplying contractors. We have identified this job insofar as we are able, on the attached stencil but would like to have you complete or correct the first seventeen questions and return it to us.

A self-addressed, stamped envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY
Incorporated

R. H. Forbes
R. H. FORBES
Division Credit Manager

RGW:GL
Attach

ANSWERED
H. B. GLAISYER

RECEIVED
JUL 13 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1945
FOR FILING

4-8301

July 12, 1945

Skelton and Wicks
Andrews Building
Toledo
Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission, at its meeting on July 9, 1945, approved your agreement with F. H. McEwen and Jed Wilson covering the assignment and completion of State Highway Contract No. 2707, for rock production on the Elsie-Sunset Camp-Vernonia Section of 4 highways in Clatsop, Tillamook, Columbia and Washington Counties.

I enclose a copy of the Commission's Resolution with regard thereto. You will note therein that the time limit for completion of the project has been extended 50 working days from July 14, 1945, or until Wednesday, September 12, 1945, without penalty. I also attach a copy of your Agreement with McEwen and Wilson. Both Resolution and Agreement should be attached to the original copy of the contract which has been, or will be, turned over to you by McEwen and Wilson.

A copy of the Resolution and of the Agreement is also being forwarded to the American Surety Company of New York, surety on the bond furnished in connection with this job.

All compensation earned or to be earned under this contract, hereafter, will be paid to you direct.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HEO gl
Encls.

cc: McEwen and Wilson
American Surety Co.of New York
Mr. S.H.Probert

July 12, 1945

American Surety Company of New York,
W. A. King, Agent,
Yeon Building
Portland 4, Oregon

Gentlemen:

Attached hereto, for your information and record, is a copy of a Resolution that was adopted by the State Highway Commission at its meeting on July 9, 1945, approving the assignment of State Highway Contract No. 2707 by F. H. McEwan and Jed Wilson to T. F. Skelton and W. H. Wiecks. I also attach an executed copy of the Agreement.

These are furnished you inasmuch as you appear as surety on the bond for McEwan and Wilson, contractors on this job. Will you please see that both papers are filed in your copy of the original contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG gl
Attachment

July 12, 1945

Mr. S. E. Probert
Office Engineer

Building

Dear Sir:

I am handing you, herewith, copy of a Resolution that was adopted by the State Highway Commission at its meeting on July 9, 1945, approving an agreement between F. H. McEwan and Jed Wilson, a partnership, and T. F. Skelton and E. H. Wiecks, a partnership, by which agreement Messrs. McEwan and Wilson assigned to Messrs. Skelton and Wiecks all their interest in and to State Highway Contract No. 2727; also attached hereto is a copy of the Agreement.

These papers are for delivery to the Secretary of State. Will you please see that they are forwarded to him to be filed with his original copy of contract, when you have obtained information from them that you need in the Auditing Department. I have retained the original for the Highway Commission's records and forwarded copies to the contractor and surety for their information.

Very truly yours

Secretary

HBG gl
Encl.

July 11, 1945

McEwan and Wilson
Seaside
Oregon

Attention: F. H. McEwan

Gentlemen:

The State Highway Commission, at its meeting on July 9, 1945, granted you the extension of time requested, from June 30, to July 31, 1945, without penalty, in connection with contract No. 2707 for rock production on the Elsie-Sunset Camp Vernonia Section on four highways in Clatsop, Tillamook, Columbia and Washington Counties.

This is also to inform you that the State Highway Commission, at its meeting on July 9, 1945, approved your assignment of this contract to T. F. Skelton and H. H. Wiecks, a partnership, and by such approval granted an additional extension of time of 50 working days, without penalty, within which to complete this job. Such additional extension is to start when the State Highway Commission approves the Assignment and notification thereof has been given the assignee. I am today notifying Messrs. Skelton and Wiecks of the Highway Commission's approval, which will then set September 11, 1945, as the definite date for the completion of this job.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

NBG gl

cc: Skelton and Wiecks

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

9 1

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

July 3, 1945

AGENDA
JUL 9 1945

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Attached for the approval of the Commission are four copies of an assignment by which McEwen and Wilson, who hold Contract No. 2707 with the State, have assigned the entire contract to Skelton and Wiecks. This assignment has been left with me by Skelton and Wiecks for delivery to the Highway Commission, upon the express condition that an extension of time without penalty for a period of fifty full work days from the date of the approval by the Commission of this assignment and notification to the assignees of such approval will be allowed the assignees to complete the job.

If the extension without penalty is not granted then the assignment is to be returned to the assignees and to be of no force and effect.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:AW
cc Mr. H. B. Glaisyer
cc Skelton and Wiecks
Toledo, Oregon

FORM E-120X 10M 9-44

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
JUL 12 1945
FOR FILING

AGENDA
JUL 9 1945

4-8301

July 3, 1945

Oregon State Highway Commission

Salem, Oregon

NOTED
H. B. GLAISYER

Gentlemen:

Attached for the approval of the Commission are four copies of an assignment by which McEwen and Wilson, who hold Contract No. 2707 with the State, have assigned the entire contract to Skelton and Wiecks. This assignment has been left with me by Skelton and Wiecks for delivery to the Highway Commission, upon the express condition that an extension of time without penalty for a period of fifty full work days from the date of the approval by the Commission of this assignment and notification to the assignees of such approval will be allowed the assignees to complete the job.

If the extension without penalty is not granted then the assignment is to be returned to the assignees and to be of no force and effect.

Yours very truly,

JM Devers
J. M. DEVERS

JMD:AW
cc Mr. H. B. Glaisyer ✓
cc Skelton and Wiecks
Toledo, Oregon

RECEIVED
JUN 28 1945
FOR FILING

4-8301

June 26, 1945

F. E. McEwen and Jed Wilson
Ecola Route
Seaside, Oregon

Gentlemen:

We refer to your letter of June 25, concerning your plans to have Shelton & Wiecks perform for you the work called for by your contract for rock production on the Elsie-Sunset Camp-Vernonia Section.

If the work is to be done by Shelton & Wiecks, it must be done by them as subcontractors. Your company must continue in its present capacity as principal contractor, and neither your company nor its surety can be relieved of any of the responsibilities placed upon them by the contract. Payments for work performed under the contract must be drawn in favor of McEwen & Wilson, but, by advance arrangement, may be assigned to Shelton & Wiecks.

For your convenience, we are enclosing forms that may be used for the subcontract; also forms that may be used for the assignment of payments. It is necessary that we be supplied with two copies of the subcontract (fully executed) and with four copies of the assignment forms.

Both the subcontract and the assignment must be consented to by the surety. The consent may be made by proper notations on the documents or by separate letter.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

cc to H. G. Smith
F. D. Bason

Encl.

SMP:ER

RECEIVED
JUN 13 1945
FOR FILING

4-8301

June 13, 1945

Mr. Fred C. Reed
Harvey Wells-Fred C. Reed
General Agents
412 Failing Building
Portland, Oregon

Dear Fred:

Reply is made to your letter of the 11th inst. concerning the Wilson and McEwen contract for the Elsie-Sunset Camp-Vernonia Rock Production Project.

On investigating the contract, I find that the bond was written by the American Surety Company of New York, W. A. King, Resident Agent.

The contract referred to is State Highway Contract No. 2797.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG:pv

Great American Indemnity Company New York
Great American Group

Harvey Wells - Fred C. Reed • General Agents
412 FAILING BUILDING - ATwater 7305 - PORTLAND, OREGON

June 11, 1945

Herb Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Herb:

Will you kindly advise name of bonding company and their agent on the contract for the Elsie-Sunset Camp-Vernonia Rock Production Project in Clatsop, Tillamook, Columbia and Washington counties, awarded December 19, 1944 to Wilson and McCune.

We have some clients who are interested in doing some work on this contract.

Very truly yours,

HARVEY WELLS-REED INSURANCE AGENCY
By Fred C Reed.

FCR/vp

REFERRED TO Mrs. Lewis
BY SECRETARY

Bring me the contract
HBG

ANSWERED
H. B. GLAISTER

RECEIVED
JUN 15 1945
FOR FILING

4-8301

June 12, 1945

Mr. W. A. King, Resident Agent
American Surety Company of New York
Yeon Building
Portland 4, Oregon

Dear Sir:

F. H. McEwen and Jed Wilson will become delinquent on their contract for the Elsie-Sunset Camp-Vernonia Rock Production Project on June 30, and I am worried that they will not get out any rock in time for this season's oiling and pavement patching. We are dependent upon this rock and must have it at the rate of several hundred yards a day by August 1.

They are apparently trying to make arrangements with Skelton and Weeks to crush the rock for [redacted] I have no objection to this, [redacted] these contractors have a very good portable plant which, I believe, can be set up in ample time to give us the material. However, if this deal falls through, I must insist that McEwen and Wilson be made to realize that they must live up to their highway contract and not give precedence to their Seaside operations.

The material for our paving and oiling operations must be on the job by August 1, and we cannot tolerate any further delay.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

RECEIVED
JUN 4 - 1945
FOR FILING

4-8301

June 2, 1945

F. H. McEwen and Jed Wilson
Seaside, Oregon

Cont. # 2707

Gentlemen:

I am in receipt of your letter advising that you are starting work on your contract the thirty-first of May and expect to make rapid progress.

I wish to emphasize the fact that we are badly in need of this material for our summer's work and that the Sunset Camp-Elsie Section is not in a condition to go over another winter without reoiling.

Please give me a report of your progress by July 1.

Very truly yours,

R. H. Baldock
State Highway Engineer

[redacted]
cc Mr. H. G. Smith

JED WILSON, PROP.

ROCK CRUSHER
CONCRETE, GRAVEL, SAND, CRUSHED ROCK
ECOLA ROUTE
SEASIDE, OREGON

May 30th 1945

R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

In reguard to contract No. 2707, Elsie-Sunset Camp-Vernonia Rock Production Project. We are very sorry that we haven't been going ahead on this job. We had intended to get started on the 15th of May but changed our planns due to the fact that we just had a few days more here in Seaside to go to finish putting out stock piles for the State on the Ridge Road near Fort Stevens; which would enable us to move our equipment from here instead of renting other equiptment. It is also hard to get good help just now and that too has been an obstacle. However, I want to assure you that we are starting work again on the 31st of this month and I am sure we will be able to make fast progress.

Yours truly,
F H McEwen
F H McEwen

REFERRED TO
H G Smith
[illegible]

Is this ok?

RECEIVED
MAY 31 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 28 1945
FOR FILING

4-8301

May 26, 1945

McEwen & Wilson
Seaside, Oregon

Gentlemen:

I have noted your request for an extension of time on Contract No. 2707, Elsie-Sunset Camp-Vernonia Rock Production Project, forms for which we send out some time in advance in order to be sure to comply with all statutory requirements, but I do not propose to recommend this extension unless you start work actively immediately on the performance of your contract and show some prospect of getting the material out for our oiling this summer.

Unless our requirements are complied with, I shall be compelled to notify your surety that the work is not proceeding satisfactorily.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. F. T. Young
American Surety Company of New York

RECEIVED
APR 7 1945
FOR FILING

4-8301

April 4, 1945.

Mr. Edward L. Kropp,
Construction Machinery Division,
War Production Board,
Bedell Building,
Portland 4, Ore.

Dear Sir:

F. H. McEwen & Jed Wilson, Contractors, Seaside, Oregon, are in need of a 36" Telesmith Gyrosphere Crusher. These contractors have State Highway Contract No. 2707 for the production of 12,000 cubic yards of crushed rock required for the maintenance of the Wolf Creek and the Nehalem Highways.

These highways are under extremely heavy logging traffic and it is very essential to the war program that highways be properly maintained so that traffic will not be impeded.

The contractors inform us that they are unable to procure a suitable used crusher for sale or for rent but have located a new crusher at the Clyde Equipment Company, Portland, Oregon, which they can purchase with the proper authority from the War Production Board.

We will appreciate your assistance in helping them procure the crusher they need.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

RECEIVED
JAN 20 1945
FOR FILING

4-4210

January 17, 1945

W. A. King, Resident Agent,
American Surety Company of New York,
Yeon Building,
Portland 4, Oregon.

Dear Sir:

We are forwarding to you within the next day or two a fully executed copy of Contract No. 2702, which was awarded to F. H. McEwen and Jed Wilson by the State Highway Commission on December 19, 1944, covering the Elsie-Sunset Camp-Vernonia Rock Production Project in Clatsop, Tillamook, Columbia and Washington Counties.

This copy is being sent to you for your records and files, inasmuch as you are surety for the contractors on this job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

jeo Secretary

RECEIVED
JAN 17 1945
FOR FILING

4-4210

January 17, 1945

W. A. King, Resident Agent,
American Surety Company of New York,
Yeon Building,
Portland 4, Oregon.

Dear Sir:

We are sending you by express a fully executed copy of Contract No. 2707, which was awarded to F. H. McEwen and Jed Wilson by the State Highway Commission on December 19, 1944, covering the Elsie-Sunset Camp-Vernonia Rock Production Project in Clatsop, Tillamook, Columbia and Washington Counties.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

jeo

January 17, 1945

Railway Express Agency,
Seaside, Oregon.

Gentlemen:

On January 15th, there was forwarded via express a parcel addressed to:

W. A. King, Resident Agent,
American Surety Company of New York
Seaside, Oregon.

This package was addressed to Seaside in error, and it will be appreciated if you will have the same returned to this office for reshipment.

Thanking you for your prompt cooperation, and regretting any inconvenience this may have caused you, I remain

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jeo

RECEIVED
JAN 15 1945
FOR FILING

4-4210

January 15, 1945

W. A. King, Resident Agent,
American Surety Company of New York
Seaside, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2707 which was awarded to F. H. McEwen and Jed Wilson by the State Highway Commission on December 19, 1944, covering the Elsie-Sunset Camp-Vernonia Rock Production Project; Clatsop, Tillamook, Columbia and Washington counties.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

FV
Encls.

RECEIVED
JAN 15 1945
FOR FILING

January 15, 1945

F. H. McEwen and Jed Wilson, Contractors
Seaside, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2707 which was awarded to you on December 19, 1944, by the State Highway Commission, covering Elsie-Sunset Camp-Vernonia Rock Production Project in Clatsop, Tillamook, Columbia and Washington counties. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

FV
Encls.

RECEIVED
DEC 21 1944
FOR FILING

4-4218

December 20, 1944

F. H. McEwen and Jed Wilson
Seaside
Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2707, which was awarded to you by the State Highway Commission on December 20, 1944, covering the Elsie-Sunset Camp-Vernonia Rock Production Project on four highways, in Clatsop, Tillamook, Columbia, and Washington Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AO

RECEIVED
DEC 21 1944
FOR FILING

4-4210

Cont 2707

December 20, 1944

F. H. McEwen & Jed Wilson,
Contractors,
Seaside, Oregon.

Gentlemen:

The State Highway Commission, on December 19, 1944, awarded you the contract for the furnishing of crushed rock in stockpiles on the Elsie-Sunset Camp-Vernonia Rock Production Project in Clatsop, Tillamook, Columbia and Washington Counties. This award was based on your low bid of $30,355.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

jae

cc: Mr. Probert
Mr. Paxson

11-8301 Shutler-Condon Sec., John Day 1944
& Wasco-Heppner Hwys.
#2708

RECEIVED
NOV 19 1945
FOR FILING

11-8301

November 19, 1945

Union Oil Company of California
Yeon Building
Portland 8, Oregon

ATTENTION: W. S. Newton,
Division Credit Mgr.

Gentlemen:

Please pardon our delay in answering your letter of November 8 concerning the Oscar Joelson Contract No. 2708, for the Shutler-Condon Rock Production Project.

Inquiry reveals that this job was completed by the contractor on July 31, 1945, and was formally accepted by the Highway Commission on August 30, 1945. The records also disclose that the warrant covering the final payment was mailed to the contractor on August 31, 1945, in view of which our books are closed on the subject. I am sorry that this information was omitted from the form that you sent us.

I note that you have an unpaid account with Mr. Joelson for products delivered to this job. This happens to be the only knowledge we have that there is any outstanding claim against this contract. You have recourse, of course, on the bond furnished by Mr. Joelson. In the event that you do not secure satisfaction from him, this bond was written by the Great American Indemnity Company, for whom the Harvey Wells-Reed Insurance Agency, with offices in the Failing Building, Portland 4, is the agent. The bond can be held liable for your claim providing you file a notice thereof with the Secretary of State in conformity with the statutory provisions. I enclose a mimeographed copy of the law in regard thereto.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

HBG gl
Enclosure

**Union Oil Company of California**

YEON BUILDING
PORTLAND 8, OREGON

November 8, 1945

Oregon State Highway Commission
319 State Office Building
Salem, Oregon

H. B. Glaisyer, Secretary

Gentlemen:

OSCAR JOELSON
Contract #2708

We very much appreciate the prompt attention you gave our letter of November 1. However, in that letter we asked if the subject contract was completed and the date of its completion and you neglected to answer that question. We would also be very pleased to have any information that you can give us as regards final settlement as we have an indebtedness for products delivered to this job that is unpaid.

Yours very truly,

W.S. Newton
Division Credit Manager

WSN:eac

REFERRED TO
Mrs. [illegible]
BY SECRETARY

please get me the information for reply
HBG

RECEIVED
NOV 10 1945
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B GLAISYER

FORM 461 P 2-43 5M
PRINTED IN U. S. A.

RECEIVED
NOV 7 1945
FOR FILING

11-8301

**Union Oil Company of California**

YEON BUILDING
PORTLAND 8, OREGON

November 1, 1945

RECEIVED
NOV 2 1945
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
319 State Office Building
Salem, Oregon

Mr. H. B. Glaisyer, Secretary

Gentlemen:

OSCAR JOELSON
Contract #2708

Will you please fill out the attached form for me in order that I will have a complete file in connection with this contract? I believe the job is completed; however I am told that final settlement hasn't yet been made and I would appreciate it if you could tell me when it will.

Yours very truly,

W. S. Newton
Division Credit Manager

WSN:eac
Enclosure

sent 11/6

FORM 401 P 2-45 5M
PRINTED IN U. S. A.

RECEIVED
OCT 1 1945
FOR FILING

11-8301

October 1, 1945

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents
412 Failing Building
Portland 4, Oregon

Gentlemen:

We wrote you on August 29, 1945, that final payment to Oscar E. Joelson, for work performed under state highway contract No. 2708 for rock production on the Shutler-Condon Section of the John Day and Wasco-Heppner Highway, would be paid on or after September 6, 1945. You were advised at that time that the final estimate was $795.85, and that the total amount paid to the contractor was $26,997.47.

Since writing you a recheck has been made and we now find that the amount of the final estimate for the final payment has been increased to $1,280.97, changing the total paid to the contractor to $27,482.59. Due to the fact that we previously received from you a letter releasing the final payment of $795.85 we assume that you have no objection to the revised final payment of $1,280.97, so we will mail the warrant to the contractor as soon as we receive it from the secretary of state.

As stated in our previous letter the job was completed on July 31, 1945, and was accepted by the State Highway Commission on August 30, 1945. No claims have been filed in this office against this contract to date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
H. B. Glaisyer
Secretary

HBG gl

NOTED ON CARD
10-1-45 J.P.

RECEIVED
AUG 30 1945
FOR FILING

11-8301

August 29, 1945

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency, Agents
412 Failing Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2708 for work on the Shutler-Condon Section of the John Day and Wasco-Heppner Highways, in Gilliam County, has been completed by the contractor, Oscar E. Joelson, and that final payment in the amount of $795.85 will be made on or after September 8, 1945.

This contract was completed July 31, 1945, but has not been accepted by the Highway Commission. It is anticipated that it will be accepted at the next regular meeting of the Commission, August 30, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

cc

NOTED ON CARD
8-29-45
ee

RECEIVED
AUG 22 1945
FOR FILING

11-8301

August 21, 1945

Great American Indemnity Co.,
Harvey Wells-Reed Insurance Agency, Agents,
412 Failing Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Oscar E. Joelson, on contract No. 2708, covering rock production on the John Day and Wasco-Heppner Highway, in Gilliam County. This payment, in the amount of $4,597.45, will be made on or after August 31, 1945. The retained percentage is $810.36.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

NOTED ON CARD

8-21-45 gl

Form B-1—5M—4-41

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 11, 1945, 19

Section Shutler - Condon

Kind of work Materials in Stockpile

Highway John Day

Section prefix 11 - 8301

Contractor Oscar E. Joelson

Contract number 2708

Date of contract Dec. 19, 1944, 19

Date of completion August 31, 1945, 19

Date work started Feb. 16, 1945, 19

Estimated date of completion July 31, 1945, 19

Amount of contract . . . . . . $ 25835.00

Per cent of time elapsed 93 %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . . . . . . $ 27,000.00

Per cent of contract completed, based on total contract price . . . . . . . . . . . . . . . 100 %

Engineering cost to date, $ 1125.00, 4.35 %

Date project was completed August 11, 1945, 19

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed the semi-final estimate and mailed on the 7th.

Inspected the plant site on the 11th and learned it had been cleaned up by the 10th.

NOTED H. G. SMITH

Final Report

NOTED E. A. PEASE

RECEIVED AUG 13 1945 OFFICE OF CONST. ENGINEER

Signed C C Gale

Address Fossil, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  |  |  |
| Total estimated quantities |  |  | 12,205 includes rejects |  |  |
| Estimated quantities moved or placed to date |  |  | All |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Percentages of men employed on contract to be secured from:

.................. County, ......%; .................. County, ......%; .................. County, ......%; .................. County, ......%

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers .........., Sheet-foot rollers .........., . . . . . . .........., . . . . . . .........., . . . . . . ..........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair |  |  |
| Monday | " |  |  |
| Tuesday | " |  |  |
| Wednesday | " |  |  |
| Thursday | " |  |  |
| Friday | Showers |  |  |
| Saturday | Fair |  |  |

STATE PRINTING DEPT.

RECEIVED
JAN 15 1945
FOR FILING

11-4207

January 15, 1945

Harvey Wells-Reed Insurance Agency, Agent
Great American Indemnity Company
Failing Building
Portland 4, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2708 which was awarded to Oscar E. Johnson by the State Highway Commission on December 19, 1944, covering Shutler-Condon Rock Production in Gilliam County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

FV
Encls.

January 15, 1945

Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2708 which was awarded to you on December 19, 1944, by the State Highway Commission, covering Shutler-Condon Rock Production in Gilliam county. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

FV
Encls.

RECEIVED
DEC 23 1944
FOR FILING

11-4207

December 21, 1944

Mr. Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

Dear Mr. Joelson:

We are sending you today by express four copies of Contract No. 2708 which was awarded to you by the State Highway Commission on December 19, 1944, covering Shutler-Condon Rock Production Project on the John Day and Wasco-Heppner Highways in Gilliam County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

rwr
Encls.

RECEIVED
DEC 21 1944
FOR FILING

11-4207

Cont 2708

December 20, 1944

Oscar E. Joelson,
1743 Washington St.,
Eugene, Oregon.

Dear Sir:

The State Highway Commission, on December 19, 1944, awarded you the contract for the furnishing of crushed rock in stockpiles for the Shutler-Condon Section of the John Day and Wasco-Heppner Highways in Gilliam County. This award was based on your low bid of $25,835.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

jw

cc: Mr. Probert
Mr. Paxson

20-8302 Hendricks Bridge-Nimrod Rock 1944
Prod. Proj., McKenzie Hwy.
#2709

RECEIVED
MAY 9 1947
FOR FILING
20-8302

May 9, 1947

Bates, Lively & Pearson,
General Agents
301 Yeon Building
Portland 7, Oregon

Attention: Mr. K. V. Lively

Gentlemen:

Further reference is made to the bond furnished for J. S. Risley in connection with Contract 2709 covering crushed rock in stockpiles on the Hendrick Bridge-Nimrod Section of the McKenzie Highway, your bond No. 42 S 8008.

Mr. Risley has completed the cleanup on this contract and it was accepted by the State Highway Commission on March 25, 1947. Final warrant in the amount of $750 was mailed to Mr. Risley on April 1, 1947. Total amount of the contract was $19,849.80.

This information is being furnished in response to your letter of May 6.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

RE:dr

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND 7, ORE.

May 6, 1947

Oregon State Highway Commission
Salem,
Oregon

Attention: H. B. Glaisyer, Secretary

Gentlemen:

RE: Bond 42 S 8008 - Contract 2709
J. S. Risley, Milwaukie, Oregon

Under date of December 28, 1944 we executed the captioned bond in the amount of $19,970.00 on behalf of J. S. Risley for furnishing 8500 cubic yards crushed gravel in stockpiles, Section Hendrick Bridge-Nimrod McKenzie Highway, Lane County. In reply to our status report of January 28, you stated the contract would not be accepted until clean-up had been completed.

Will you kindly advise the status of this contract at this time?

Yours very truly,

BATES, LIVELY & PEARSON

Lively

pa

Accepted 3/25/47
Tot. est. — $19,849^{\underline{80}}$
Amt Final est. $750^{\underline{00}}$ — warrant mailed 4-1-47

REFERRED TO [illegible]
BY SECRETARY
prepare reply

RECEIVED
MAY 7 1947
OREGON
STATE HIGHWAY COMMISSION

11212

RECEIVED
FOR FILING

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

20-9302

Salem, Oregon
March 22, 1947

SUBJECT:

OFFICE COPY

To:

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
OFFICE

L

Dear Sir:

All work has been completed on the following State Highway Contract:

Contract No. 2709, with J. S. Risley for furnishing crushed gravel in stockpiles on the Hendricks Bridge-Nimrod Section of the McKenzie Highway in Lane County, completed August 21, 1945. Final clean-up on this job was completed February 14, 1947.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By S H Probert

S. H. Probert
Office Engineer

Dict. by D. B. Parkes/lh

cc to Goldie Lewis
J. W. McCallister

APPROVED BY HIGHWAY COMMISSION
DATE March 25, 1947
Secretary

11212

RECEIVED
MAY 6 1946
FOR FILING

20-83021

2709

May 6, 1946

The Aetna Casualty and Surety Company,
Bates, Lively & Pearson, Agents
301 Yeon Bldg.
Portland 7, Oregon

RE: 42 S 8008 - J. S. Risley
Contract Bond - Contract #2709

Gentlemen:

Reference is made to your request of April 17 regarding State Highway Contract No. 2709, Mr.J.S.Risley, contractor.

Our records indicate that this job was completed August 21, 1945 and that we notified you on November 21, 1945 that we were ready to make the final payment as soon as the project was ready for acceptance. There has been some delay on the part of Mr. Risley in the removal of his equipment from the site, and the job has not been accepted by the Commission for that reason. Final payment, as indicated on our records now, will be $750.06.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

RE:gl

2709

**THE ÆTNA CASUALTY AND SURETY COMPANY**
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND 7, ORE.

April 17, 1946

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Gentlemen:

RE: 42 S 8008 - J. S. Risley
Contract Bond - Contract #2709

Referring to our exchange of correspondence in connection with the above bond and your letter of February 15 advising the final payment had not been paid.

Will you please advise if the contract has now been completed to your satisfaction, accepted and date thereof. Also amount of money paid.

Yours very truly,

BATES, LIVELY & PEARSON

By R W Lively

pa

Has job been completed ~~[illegible]~~ 8-21-45
Accepted No.
Amt. final pmt. will be $750.00

REFERRED TO [illegible]
BY SECRETARY

[illegible]

RECEIVED
APR 18 1946
OREGON
STATE HIGHWAY COMMISSION

11212

RECEIVED
FEB 18 1946
FOR FILING

20-8302

February 15, 1946

Bates, Lively & Pearson
301 Yeon Building
Portland 7, Oregon

ATTENTION: K. V. Lively

Gentlemen:

RE: 42 S 8008 — J. S. Risley
Contract Bond - Contract #2709

Reference to your letter of inquiry concerning contract No. 2709, J. S. Risley, contractor, for rock production on the Hendricks Bridge-Nimrod Section of the McKenzie Highway in Lane County.

Our records show that this contract has not been officially accepted by the Highway Commission due to the fact that the premises have not been cleaned up in a satisfactory manner. The final payment, in the amount of $750., has not as yet been paid the contractor for this reason.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

gl

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND 7, ORE.

February 7, 1946

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: 42 S 8008 -- J. S. Risley
Contract Bond - Contract #2709

In connection with the above captioned bond, will you kindly advise whether or not this contract has been accepted and if so, the date of acceptance.

Thanking you kindly for giving this your usual prompt attention, we remain,

Very truly yours,

BATES, LIVELY & PEARSON

BY: W Lively

aw

Mr Lewis
please prepare reply

RECEIVED
FEB 8 1946
OREGON
STATE HIGHWAY COMMISSION

11212

RECEIVED
NOV 23 1945

20-8302

November 21, 1945

Bates, Lively & Pearson, Agents
Aetna Surety & Casualty Company
Yeon Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2709 for work on the Hendricks Bridge-Nimrod Section of the McKenzie Highway, in Lane County, has been completed by the contractor, J. S. Risley, and that final payment in the amount of $750.00 will be made when the Commission has approved this contract.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $19,849.80 and that no force account work was performed therein. This contract was completed on August 21, 1945. The Commission has not as yet approved this contract, but we anticipate that it will do so at the next regular meeting.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

cc

NOTED ON CARD

11-21-45
ao

11212

RECEIVED
OCT 1 1945
FOR FILING

20-8302

September 24, 1945

Mr. J. S. Risley
Route 10, Box 808
Milwaukie 2, Oregon

Dear Sir:

The State Highway Commission, at its meeting on September 24, 1945, granted you the extension of time requested, from June 30 to August 21, 1945, without penalty, in connection with contract No. 2709 for rock production on the Hendricks Bridge-Nimrod Section of the McKenzie Highway in Lane County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

cc: K.D.Lytle
Division Engineer

11212

RECEIVED
SEP 8 1945
FOR FILING

20-8302

Sept. 6, 1945

Aetna Surety & Casualty Co.,
Bates Lively & Pearson, Agents,
Yeon Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-fianl payment to J. S. Risley, on contract No. 2709, covering rock production on the Hendricks Bridge-Nimrod Section of the McKenzie Highway, in Lane County. This payment, in the amount of $1,306.35, will be made on or after September 17, 1945. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

NOTED ON CARD
9-6-45 gl

Form E-1—5M—6-44

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 25, 1945, 19

Section Hendricks Bridge - Nimrod

Kind of work Furnish 8500 C.Y. Crushed Gravel

Highway McKenzie

Section prefix 20-8302

Contractor J. S. Risley

Contract number 2709

Date of contract Dec. 19, 1944, 19

Date of completion June 30, 1945, 19

Date work started April 19, 1945, 19

~~Estimated~~ date of completion Aug. 21, 1945, 19

Amount of contract $ 19,970

Per cent of time elapsed 245/195 127 %

Estimated cost of completed project, exclusive of engineering $ 19,970

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1075, 5.4 %

Date project was completed Aug. 21, 1945, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor finally completed shaping up stockpiles on Tues. Aug 21st, and the project has been reported completed on that date.

The contractor worked all week on erection of his plant at the Scott Lake Quarry of the Belknap Junction - Four Mile Butte project. He expects to begin prod-uction of crushed rock next Tues.

SMITH

NOTED
E A PEASE

RECEIVED
AUG 27 1945
OFFICE OF

Signed E. E. Umphlette

Address Box 507, Eugene, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | 25.00 | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | 8500 C.Y. | | |
| Estimated quantities moved or placed to date | | | 8500 C.Y. | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | 1 | | |
| Hours per shift | | | 8 | | |
| Average force on project for week | | | 4 | | |

Percentages of men employed on contract to be secured from:

.......... County, ....%; .......... County, ....%; .......... County, ....%; .......... County, ....%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | 3 /4/ | | | | | 1 | 4 |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers .........., Sheep-foot rollers .........., .........., .........., ..........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair | | |
| Monday | " | | |
| Tuesday | " | | |
| Wednesday | " | | |
| Thursday | " | | |
| Friday | Rain (P.M.) | | |
| Saturday | Cloudy | | |

STATE PRINTING DEPT.

20-8302

# CROSS REFERENCE SHEET

**Name or Subject** Mr. H. J. Wiscomb
c/o South Fork Logging Co.
P. O. Box 14
Springfield, Oregon.

**File No.**

**Regarding** Request to allow contractor J. S. Risley to crush approx. 10,000 cu. yds. of rock from the state gravel bar at Leaburg.

**Date** 8/20/45
10/5/45

## SEE

**Name or Subject** MATERIALS
Crushed Rock & Gravel

**File No.**

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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11212

RECEIVED
JUL 26 1945
FOR FILING

20-8302

July 25, 1945

Mr. P. M. Morse
County Engineer
Eugene, Oregon

Cross Referenced To
Materials
Crushed Rock

Dear Sir:

Permission is given for Lane County to purchase rock from the contractor having the state highway contract near Leaburg on the McKenzie Highway. I have asked Mr. H. G. Smith, our Construction Engineer, to advise the contractor of the approval given.

Very truly yours,

R. H. Baldock
State Highway Engineer

[redacted]
cc Mr. H. G. Smith

CERTIFICATE NO. 255

LANE COUNTY, OREGON
County Surveyor's Office
Eugene, Oregon

July 24, 1945

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Lane County Court is asking permission to purchase rock from your Contractor now working on a Rock Production Project on the McKenzie Highway near Leaburg. We are badly in need of rock for the old sections of the highway in that vicinity.

Yours truly,
P. M. Morse
P. M. Morse,
County Engineer.

PMM:v

RECEIVED
JUL 25 1945
OREGON
STATE HIGHWAY COMMISSION

1212

RECEIVED
27 1945
FOR FILING

20-8302

Salem, Oregon
April 24, 1945

Cross Referenced to
Coast
Conditions Complaint

Mr. H. G. Smith

Yesterday, while I was in Springfield, I received a verbal complaint in regard to Jake Risley's operations above Leaburg. It seems that the waters of Horse Creek are being rather badly muddied and the citizens are complaining.

We had this matter up with the Fish Commission several years ago, as you doubtless recall, and I think we agreed with them that we would take every possible precaution to prevent any fouling up of natural waterways because of operations of this character.

I would be very glad if you would have this matter checked into and see what can be done to remedy the situation.

C. B. McCullough
Assistant State Highway Engineer

CBM:ej

For later correspondence involving
complaints see: 20-8301

11212

April 25, 1945

Mr. Fred M. Brenne, Manager
Eugene Chamber of Commerce
230 East Broadway
Eugene, Oregon

Dear Fred:

Receipt is acknowledged of your communication of April 24 reminding me of the conversation had at Springfield in regard to the muddying of the waters of Horse Creek by our contractor, J. S. Risley, producing rock for us at that point.

I have referred this matter to our Construction Engineer, Mr. M. O. Smith, with the suggestion that he check up on it and take such steps as are necessary to remedy the situation. I am attaching hereto copy of my letter to Mr. Smith in regard to this.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:ej
Encl.

Eugene Chamber of Commerce
230 East Broadway
Eugene, Oregon

April 24, 1945

Mr. C. B. McCullough
Assistant Engineer
State Highway Department
Salem, Oregon

Dear Mr. McCullough:

While you were in Springfield, Monday evening last, mention was made to you of the action of a highway stockpile contractor, in muddying the waters of Horse Creek, leading into the McKenzie River, above Leaburg.

You indicated that your office might investigate this activity, to learn if measures could be taken to minimize the disturbance.

Several of the McKenzie River residents have reported this matter to our office, and while we are not in possession of the full facts and the extent of the dredging operation, it seemed important enough to call to the attention of your office.

Any assistance you can give to the problem will be appreciated. It was a pleasure to hear your address, and to meet your Salem delegation following the meeting.

Sincerely,

Fred M. Brenne, Manager
EUGENE CHAMBER OF COMMERCE

FMB:ms

20-4212

**MEMO FOR FILES**

Correspondence relative to mix-up in forwarding of executed Contracts to Contractors and Surety, filed in :

CONSTRUCTION - Contracts - General

RECEIVED
JAN 24 1945
FOR FILING

20 - 4212

January 24, 1945

Mr. J. S. Risley
Route 10, Box 800
Milwaukie 2, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2709 which was awarded to you on December 19, 1944, by the State Highway Commission covering Hendricks Bridge-Nimrod Rock Production Project on the McKenzie Highway in Lane County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EMR

RECEIVED
JAN 24 1945
FOR FILING

204212

January 24, 1945

Bates, Lively & Pearson, Agents
The Aetna Casualty & Surety Company
301 Yeon Building
Portland 7, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2709 which was awarded to Mr. J. S. Risley by the State Highway Commission on December 19, 1944, covering Hendricks Bridge-Nimrod Rock Production Project on the McKenzie Highway in Lane County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

RMR

RECEIVED
DEC 23 1944
FOR FILING

20-4212

December 21, 1944

Mr. J. S. Risley
Route 10, Box 800
Milwaukie, Oregon

Dear Mr. Risley:

We are sending you today by express four copies of Contract No. 2709 which was awarded to you by the State Highway Commission on December 19, 1944, covering Hendricks Bridge-Nimrod Rock Production Project on the McKenzie Highway in Lane County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

rmr
Encls.

RECEIVED
DEC 21 1944
FOR FILING

20-4212

December 20, 1944

Cont 2709

J. S. Risley,
Milwaukie,
Oregon.

Dear Sir:

The State Highway Commission, on December 19, 1944 awarded you the contract for the Hendricks Bridge-Mixed Rock Production Project on the McKenzie Highway in Lane County. This award was based on your low bid of $19,970.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

jeo

Secretary

cc: Mr. Pembert
Mr. Paxson

21-8301 Newport Rock Prod. Proj., 1944
Three Hwys. in Lincoln Co.
#2710

RECEIVED
FORM E-30 25M 6-43
MAR 28 1946
FOR FILING

21-8301

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

March 25, 1946

SUBJECT: Request for release of warrants on final estimates.

To:
Mr. H. B. Glaisyer
O-f-f-i-c-e

| | Vou. # | Cont. # | Est. # | Name | Am't. | Wt. # | Note |
|---|---|---|---|---|---|---|---|
| 1. | 13896 | 2710 | 5-final | T. F. SKELTON & H. H. WIECKS | 578.54 | 280910 | |
| 2. | | | | | | | |
| 3. | | | | | | | |
| 4. | | | | | | | |
| 5. | | | | | | | |
| 6. | | | | | | | |
| 7. | | | | | | | |
| 8. | | | | | | | |
| 9. | | | | | | | |
| 10. | | | | | | | |
| 11. | | | | | | | |
| 12. | | | | | | | |

Mr. G.

This is the one we held on account of Mr. Pickle's claim.

[illegible]

NOTED ON CARD
3-26-46, gl

ACCOUNTING DIVISION
By
Bookkeeping Dept.

Approved HBGlaisyer
Secretary

RECEIVED
MAR 22 1946
FOR FILING

21-8301

March 22,1946

Great American Indemnity Co.,
Harvey Wells-Reed Ins.Agency, Agents
412 Failing Building
Portland 4, Oregon

Gentlemen:

We hand you, herewith, copy of a labor claim filed with the Secretary of State by W.L.Pickle against the partnership consisting of T.F.Shelton and H.H.Wiecks, in connection with their contract No. 2710.

You will note that this claim was filed with the Secretary of State on December 13, 1945, but we did not receive copies until today.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

HBG:gl
Encl. 1

cc: T.F.Shelton & H.H.Wiecks
Toledo
Oregon

Mrs Lewis
Has this been recorded?
APS

Recorded
JK

RECEIVED
MAR 22 1946
OREGON
STATE HIGHWAY COMMISSION

STATE OF OREGON )
) ss
County of Multnomah)

I, W. L. Pickle, being first duly sworn, depose and say,

That I was employed by T. F. Skelton and H. Wiecks, doing business under the assumed name and style of Skelton & Wiecks, as a crusher man. That my duties were to set up the crusher equipment and plant; that after the same was set up and put in operating conditon at their Newport setting, each day I would have to start the 4 engines that it took to operate the same, 3 of which had to be cranked. I then had to oil the engines. Part of the time I had a helper to aid me in this work. I was required to do all the repair work, such as welding and burning repair work for the crusher equipment as well as the trucks. I then had to start the machinery to operation, I had working with me a shovel runner, a truck driver, a loader, and an oiler. During the noon hours I usually was doing miner repair work or adjusting the machinery. During the day when break-downs occurred, or the machine became clogged, I had to do the manual labor of digging out under the bucket lines. In case of a break-down during working hours I did all the repair work. I also had to keep the pit trucks in repair. After the 8-hour shift was over I usually had to spend several hours every night doing further repair work. I had to watch the operation of the crusher equipment and see that adjustments were being constantly made to keep it in continuous operation. Mr. Skelton was around the major portion of the time and when he was around gave all the orders to everyone working there at the plant. Following the completion of the Newport job, I set up the rock crusher on their Wolf Creek set-up.

I worked on the following days, the indicated number of hours:

| Date | Total Hours | Straight time | Over-time |
|---|---|---|---|
| May 21 M. | 8 | 8 | |
| " 22 T. | 8 | 8 | |
| " 23 W. | 8 | 8 | |
| " 24 T. | 10 | 8 | 2 |
| " 25 F. | 10 | 8 | 2 |
| " 26 S. | 10 | 8 | 2 |
| " 27 Sun. | 8 | | 8 |
| | 62 | 48 | 14 |
| June 4 M. | 10 | 8 | 2 |
| " 5 T. | 10 | 8 | 2 |
| " 6 W. | 10 | 8 | 2 |
| " 7 T | 11½ | 8 | 3.5 |
| " 8 F | 10 | 8 | 2 |
| " 9 S | 10 | 8 | 2 |
| " 10 Sun. | | | |
| | 61½ | 48 | 13.5 |
| June 18 M | 10 | 8 | 2 |
| " 19 T | 16 | 8 | 8 |
| " 20 W | 15 | 8 | 7 |
| " 21 T | 10 | 8 | 2 |
| " 22 F | 10 | 8 | 2 |
| " 23 S | 10 | 8 | 2 |
| " 24 Sun | | | |
| | 71 | 48 | 23 |
| July 2 M. | 11 | 8 | 3 |
| " 3 T. | 8 | 8 | |
| " 4 W. | Holiday | | |
| " 5 T. | 11 | 8 | 3 |
| " 6 F. | 12 | 8 | 4 |
| " 7 S. | 11 | 8 | 3 |
| " 8 Sun. | 10½ | 8 | 2.5 |
| | 63½ | 48 | 15.5 |
| July 16 M | 11½ | 8 | 3.5 |
| " 17 T | 11 | 8 | 3 |
| " 18 W | 8 | 8 | |
| " 19 T | 8 | 8 | |
| " 20 F | 8 | 8 | |
| " 21 S | 8 | 8 | |
| " 22 Sun. | 8 | | 8 |
| | 62½ | 48 | 14.5 |
| July 30 M | 8 | 8 | |
| " 31 T | 8 | 8 | |
| Aug. 1 W | 8 | 8 | |
| " 2 T | 8 | 8 | |
| " 3 F | 8 | 8 | |
| " 4 S | 8 | 8 | |
| " 5 Sun. | | | |
| | 48 | 48 | |

| Date | Total Hours | Straight time | Over-time |
|---|---|---|---|
| May 28 M. | 10 | 8 | 2 |
| " 29 T. | 10 | 8 | 2 |
| " 30 W. | 10 | 8 | 2 |
| " 31 T | 10 | 8 | 2 |
| June 1 F. | 10 | 8 | 2 |
| " 2 S. | 10 | 8 | 2 |
| " 3 Sun | 8 | | 8 |
| | 68 | 48 | 20 |
| June 11 M. | 11 | 8 | 3 |
| " 12 T. | 11 | 8 | 3 |
| " 13 W. | 11 | 8 | 3 |
| " 14 T | 10 | 8 | 3 |
| " 15 F | 12 | 8 | 2 |
| " 16 S | 12 | 8 | 4 |
| " 17 Sun | | | 4 |
| | 67 | 48 | 19 |
| June 25 M | 11 | 8 | 3 |
| " 26 T | 13 | 8 | 5 |
| " 27 W | 10 | 8 | 2 |
| " 28 T | 10 | 8 | 2 |
| " 29 F | 10 | 8 | 2 |
| " 30 S. | 10 | 8 | 2 |
| July 1 Sun | 8 | | 8 |
| | 72 | 48 | 24 |
| July 9 M | 10½ | 8 | 2.5 |
| " 10 T | 10 | 8 | 2 |
| " 11 W | 12 | 8 | 4 |
| " 12 T | 11½ | 8 | 3.5 |
| " 13 F | 10 | 8 | 2 |
| " 14 S | 10 | 8 | 2 |
| " 15 Sun | | | |
| | 64 | 48 | 16 |
| July 23 M | 8 | 8 | |
| " 24 T | 8 | 8 | |
| " 25 W | 8 | 8 | |
| " 26 T | 8 | 8 | |
| " 27 F | 8 | 8 | |
| " 28 S | 8 | 8 | |
| " 29 Sun. | | | |
| | 48 | 48 | |
| Aug. 6 M | 8 | 8 | |
| " 7 T | 8 | 8 | |
| " 8 W | 8 | 8 | |
| " 9 T | 8 | 8 | |
| " 10 F | 8 | 8 | |
| " 11 S | 8 | 8 | |
| 12 Sun. | | | |
| | 48 | 48 | |

| Date | | Total Hours | Straight time | Over-time | Date | | Total Hours | Straight time | Over-time |
|---|---|---|---|---|---|---|---|---|---|
| Aug | 13 M | 8 | 8 | | Aug. | 20 M | 11 | 8 | 3 |
| " | 14 T | 8 | 8 | | " | 21 T | 11½ | 8 | 3½ |
| " | 15 W | 8 | 8 | | " | 22 W | 11¼ | 8 | 3¼ |
| " | 16 T | 8 | 8 | | " | 23 T | 11¼ | 8 | 3¼ |
| " | 17 F | 8 | 8 | | " | 24 F | 11 | 8 | 3 |
| " | 18 S | 8 | 8 | | " | 25 S | 7 | 8 | |
| " | 19 Sun. | | | | " | 26 Sun. | | | |
| | | 48 | 48 | | | | 63½ | 47 | 15.5 |

I, therefore, worked 847 total hours, of which 177 were overtime hours that should be paid for at double the straight time rate. I was hired to work at the rate of $400.00 a month for 8 hours a day, 48 hours a week. $400.00 per month, multiplied by 12 months of the year and divided by 52 weeks in a year, and again divided by 48 hours in a week, gives me an hourly rate of $1.92, my straight time hourly rate, I was paid $400.00 per month, receiving nothing for my overtime, and the last 5 days I was not paid for because I had laid off to take care of my brother's affairs, who was killed. When I returned to work and found that they had docked me for the time I was off, I refused to work further.

There is, therefore, due and oweing me double time for 177 overtime hours at the rate of $1.92 per hour, or $679.68, demand for which has been made and payment refused. Under the terms of the contract, the State of Oregon had with Skelton & Wiecks, they are required to pay double time for all time worked in excess of 8 hours in one day and 48 hours in one week and substantially all of my working time was consumed by doing manual labor in connection with keeping the plant in continuous operation.

I make this affidavit for the purpose of advising the State of Oregon of the matters and things herein contained and as a demand for my overtime to be paid to me by the State and withheld from any monies due Skelton & Wiecks.

Dated this 8 day of December, 1945, at Portland, Oregon

W. L. BICKLE

Subscribed and sworn to before me as of the date above last written.

(SEAL)

HENRY GEORGE JR.

Notary for the State of Oregon
My Commission expires Apr. 12, 1946

[illegible]
FILE NO. 3084
Filed December 13, 1945
ROBERT S. FARRELL, JR. Secretary of State

RECEIVED
MAR 29 1946
FOR FILING

21-8301

March 13, 1946

Mr. Harry H. George, Jr.
Attorney at Law
600 Henry Building
Portland 4, Oregon

Dear Mr. George:

Further reference is made to the claim of W. L. Pickle against Brelton and Wiecks, highway contractors, and particularly to your letter of March 5, which I have discussed with the Highway Commission's Chief Counsel, Mr. J. M. Devers.

You suggest that "It would perhaps be well for the Commission to hold the matter in status quo until the courts can dispose of the pending suit."

We would like to accommodate you in this regard but do not believe that it is proper or fair to the contractor to withhold from him for an indefinite period monies that he has earned under a state highway contract, particularly in view of the fact that a bond has been furnished by the contractor for the protection of claims incurred against the job.

We are, however, withholding the payment of the final amount for an additional ten-day period, or until Saturday, March 23, 1946, but will release the final warrant on that day if, in the meantime, the monies are not attached.

Very truly yours,

Final mailed 3/26/46

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:co

NOTED ON CARD
3-13-46 gl

HARRY H. GEORGE, JR.
ATTORNEY AT LAW
600 HENRY BUILDING
PORTLAND 4, OREGON

March 5, 1946

Mr. H. B. Glaisyer, Secy.
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

The claim of W. L. Pickle against the Skelton and Wiecks contractors has not been settled and so far the said employer has given no evidence of a desire to settle the claim, which we feel is a just and meritorious one.

It would perhaps be well for the Commission to hold the matter in status quo until the courts can dispose of the pending suit.

Very truly yours

Harry George

Harry George, Jr.

HS

RECEIVED
MAR 6 1946
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

RECEIVED
MAR 12 1946
FOR FILING

21-8301

March 7, 1946

Mr. Henry H. George, Jr.
608 Henry Building
Portland 4, Oregon

Dear Mr. George:

Attached is a copy of the sketch map which indicates the location of the contract #2710 awarded to Skelton & Hicks as requested in your letter of the 6th.

We trust this will supply the information you desire.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

RR:ga
Attach.

HARRY H. GEORGE, JR.
ATTORNEY AT LAW
600 HENRY BUILDING
PORTLAND 4, OREGON

March 6, 1946

Mr. H. B. Glaisyer, Secy.
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer: Re: Pickle vs. Skelton & Wiecks

Some time ago you were kind enough to send me a certified copy of the State Highway Contract that was awarded to Skelton & Wiecks, being Contract No. 2710. The contract made reference to a map that was supposed to be appended to the contract but my copy did not have the same. As a consequence I am in need of a map that will show the relocation of the road and the mile point distances referred to in the contract and it is further needed to establish the fact that the roadway that the rock was to be used on was part of an interstate system of highways.

This matter comes on for pre-trial next Monday and I would be pleased if you could furnish me with this missing copy of the map before then, if possible.

Thanking you for this favor, I am,

Very truly yours
Harry George Jr
Harry George, Jr.

HS

RECEIVED
[illegible] 7 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 5 1946
FOR FILING

21-8301

March 4, 1946

Mr. Harry H. George, Jr.
Attorney at Law
600 Henry Building
Portland 4, Oregon

Dear Sir:

Sometime ago you filed a claim with the State Highway Commission in behalf of Mr. W. L. Pickle, being Mr. Pickle's claim against contractors Skelton & Wiecks for overtime wages in connection with their contract with the State Highway Commission for the Newport Rock Production Project, No. 2710. The State Highway Commission has received no information as to whether or not this claim has been settled.

The Highway Commission is about ready to make final settlement with Skelton & Wiecks for the performance of the above contract. The Commission does not care to hold up this payment unless it is absolutely necessary, which is the reason we are bringing it to your attention at this time.

Naturally the bond furnished with Skelton & Wiecks in connection with this job is still available for Mr. Pickle's protection provided he complies with the provisions of the statutes relative to the filing of the notice of his claim with the Secretary of State. The job was completed by Skelton & Wiecks on July 26, 1945, and was accepted by the Commission on February 25, 1946. The bond was written by the Great American Indemnity Company, Harvey Wells-Reed Insurance Agency, Agents, whose address is 412 Failing Building, Portland 4, Oregon.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

HBG:gl

cc: Mr.W.L.Pickle

Recorded

REFERRED TO
Mrs Lewis
BY SECRETARY

Did you note this on the card?

RECEIVED
1945
FOR FILING

21-8301

December 11, 1945

The Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
412 Failing Building
Portland, Oregon

Gentlemen:

Attached hereto for your information is a copy of an amended affidavit of claim which has been filed with the State Highway Commission by Mr. Harry H. George, Jr., attorney for W. L. Pickle, against Skelton and Wiecks and arising out of State Highway Contract No. 2710 awarded to Skelton and Wiecks for rock production in connection with the Newport Rock Production Project in Lincoln County.

This information is given you inasmuch as the Great American Indemnity Company appears as surety on the bond furnished by the contractor in connection with this job.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]:ee
Enc.
cc - Skelton and Wiecks
Toledo, Oregon

NOTED ON CARD
12-11-45, gl

REFERRED TO
Mrs [illegible]
BY SECRETARY

Have you entered this on the card?
see me - [illegible]

December 11, 1946

Mr. Harry H. George, Jr.
Attorney at Law
600 Henry Building
Portland 4, Oregon

Dear Mr. George:

This acknowledges your letter of December 10 and the attached amended affidavit of the claim of Mr. Pickle against Skelton and Wiecks for which I thank you. I presume you have filed a copy of this affidavit with the Secretary of State.

Replying to your inquiry as to the practice of the State Highway Commission regarding the withholding of sums to pay claimants direct, thus avoiding litigation, I wish to say that the State Highway Commission does not pay claims in this manner.

We have no way of knowing the legitimacy of the claim, and the Highway Commission considers that it would be unfair to withhold money from a contractor without knowing whether or not a claim is just. It also considers that it has satisfied the requirements of the law by requiring contractors to furnish corporate surety bonds to protect the claims of the creditors.

Many times these matters can be settled satisfactorily through the bonding company's agent. In the present instance, I presume that you have already taken up the matter with the Great American Indemnity Company, surety on the bond furnished by Skelton and Wiecks in connection with this job. The agents for this company are Harvey Wells-Reed Insurance Agency, with offices in the Failing Building, Portland.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee

HARRY H. GEORGE, JR.
ATTORNEY AT LAW
600 HENRY BUILDING
PORTLAND 4, OREGON

December 10, 1945

Mr. H. G. Glaisyer
Secretary
Oregon Statd Highway Commission
Salem, Oregon

Dear Mr. Glaisyer: Re: Pickle vs. Skelton & Wiecks

Enclosed is a further affidavit covering Mr. Pickle's claim for unpaid wages. The statute, I believe, makes provision for you to pay the same and withhold said sums from payments to the contractor by the State. What is your procedure in the matter? The amountis rather small to engage in litigation with the bonding company if it can be handled otherwise.

Very truly yours
Harry George Jr
Harry George, Jr.

HG:HS
Encl.

RECEIVED
DEC 11 1945
OREGON
STATE HIGHWAY COMMISSION

[illegible]
12/11

STATE OF OREGON )
) ss
County of Multnomah )

I, W. L. Pickle, being first duly sworn, depose and say,

That I was employed by T. F. Skelton and H. Wiecks, doing business under the assumed name and style of Skelton & Wiecks, as a crusher man. That my duties were to set up the crusher equipment and plant; that after the same was set up and put in operating condition at their Newport setting, each day I would have to start the 4 engines that it took to operate the same, 3 of which had to be cranked. I then had to oil the engines. Part of the time I had a helper to aid me in this work. I was required to do all the repair work, such as welding and burning repair work for the crusher equipment as well as the trucks. I then had to start the machinery to operation. I had working with me a shovel runner, a truck driver, a loader, and an oiler. During the noon hours I usually was doing minor repair work or adjusting the machinery. During the day when break-downs occurred, or the machine became clogged, I had to do the manual labor of digging out under the bucket lines. In

STATE OF OREGON )
) ss
County of Multnomah )

I, W. L. Pickle, being first duly sworn, depose and say,

That I was employed by T. F. Skelton and H. Wiecks, doing business under the assumed name and style of Skelton & Wiecks, as a crusher man. That my duties were to set up the crusher equipment and plant; that after the same was set up and put in operating condition at their Newport setting, each day I would have to start the 4 engines that it took to operate the same, 3 of which had to be cranked. I then had to oil the engines. Part of the time I had a helper to aid me in this work. I was required to do all the repair work, such as welding and burning repair work for the crusher equipment as well as the trucks. I then had to start the machinery to operation. I had working with me a shovel runner, a truck driver, a loader, and an oiler. During the noon hours I usually was doing minor repair work or adjusting the machinery. During the day when break-downs occurred, or the machine became clogged, I had to do the manual labor of digging out under the bucket lines. In case of a break-down during working hours I did all the repair work. I also had to keep the pit trucks in repair. After the 8-hour shift was over I usually had to spend several hours every night doing further repair work. I had to watch the operation of the crusher equipment and see that adjustments were being constantly made to keep it in continuous operation. Mr. Skelton was around the major portion of the time and when he was around gave all the orders to everyone working there at the plant. Following the completion of the Newport job, I set up the rock crusher on their Wolf Creek set-up.

I worked on the following days, the indicated number of hours;

| Date | Total Hours | Straight Time | Over-time |
|---|---|---|---|
| May 21 M. | 8 | 8 | |
| " 22 T. | 8 | 8 | |
| " 23 W. | 8 | 8 | |
| " 24 T. | 10 | 8 | 2 |
| " 25 F. | 10 | 8 | 2 |
| " 26 S. | 10 | 8 | 2 |
| " 27 Sun. | 8 | | 8 |
| | 62 | 48 | 14 |

| Date | Total Hours | Straight Time | Over-time |
|---|---|---|---|
| May 28 M | 10 | 8 | 2 |
| " 29 T | 10 | 8 | 2 |
| " 30 W | 10 | 8 | 2 |
| " 31 T. | 10 | 8 | 2 |
| June 1 F. | 10 | 8 | 2 |
| " 2 S. | 10 | 8 | 2 |
| " 3 Sun. | 8 | | 8 |
| | 68 | 48 | 20 |

| Date | Total Hours | Straight Time | Over-time |
|---|---|---|---|
| June 4 M. | 10 | 8 | 2 |
| " 5 T. | 10 | 8 | 2 |
| " 6 W. | 10 | 8 | 2 |
| " 7 T. | 11½ | 8 | 3.5 |
| " 8 F. | 10 | 8 | 2 |
| " 9 S. | 10 | 8 | 2 |
| " 10 Sun. | | | |
| | 61½ | 48 | 13.5 |

| Date | Total Hours | Straight Time | Over-time |
|---|---|---|---|
| June 11 M. | 11 | 8 | 3 |
| " 12 T. | 11 | 8 | 3 |
| " 13 W. | 11 | 8 | 3 |
| " 14 T. | 10 | 8 | 3 |
| " 15 F. | 12 | 8 | 2 |
| " 16 S. | 12 | 8 | 4 |
| " 17 Sun. | | | 4 |
| | 67 | 48 | 19 |

| Date | Total Hours | Straight Time | Over-time |
|---|---|---|---|
| June 18 M. | 10 | 8 | 2 |
| " 19 T. | 16 | 8 | 8 |
| " 20 W. | 15 | 8 | 7 |
| " 21 T. | 10 | 8 | 2 |
| " 22 F. | 10 | 8 | 2 |
| " 23 S. | 10 | 8 | 2 |
| " 24 Sun. | | | |
| | 71 | 48 | 23 |

| Date | Total Hours | Straight Time | Over-time |
|---|---|---|---|
| June 25 M. | 11 | 8 | 3 |
| " 26 T. | 13 | 8 | 5 |
| " 27 W. | 10 | 8 | 2 |
| " 28 T. | 10 | 8 | 2 |
| " 29 F. | 10 | 8 | 2 |
| " 30 S. | 10 | 8 | 2 |
| July 1 Sun. | 8 | | 8 |
| | 72 | 48 | 24 |

| Date | Total Hours | Straight Time | Over-time |
|---|---|---|---|
| July 2 M. | 11 | 8 | 3 |
| " 3 T. | 8 | 8 | |
| " 4 W. | Holiday | | |
| " 5 T. | 11 | 8 | 3 |
| " 6 F. | 12 | 8 | 4 |
| " 7 S. | 11 | 8 | 3 |
| " 8 Sun. | 10½ | 8 | 2.5 |
| | 63½ | 48 | 15.5 |

| Date | Total Hours | Straight Time | Over-time |
|---|---|---|---|
| July 9 M. | 10½ | 8 | 2.5 |
| " 10 T. | 10 | 8 | 2 |
| " 11 W. | 12 | 8 | 4 |
| " 12 T. | 11½ | 8 | 3.5 |
| " 13 F. | 10 | 8 | 2 |
| " 14 S. | 10 | 8q | 2 |
| " 15 Sun. | | | |
| | 64 | 48 | 16 |

| Date | Total Hours | Straight Time | Over-time |
|---|---|---|---|
| July 16 M. | 11½ | 8 | 3.5 |
| " 17 T. | 11 | 8 | 3 |
| " 18 W. | 8 | 8 | |
| " 19 T. | 8 | 8 | |
| " 20 F. | 8 | 8 | |
| " 21 S. | 8 | 8 | |
| " 22 Sun. | 8 | | 8 |
| | 62½ | 48 | 14.5 |

| Date | Total Hours | Straight Time | Over-time |
|---|---|---|---|
| July 23 M. | 8 | 8 | |
| " 24 T. | 8 | 8 | |
| " 25 W. | 8 | 8 | |
| " 26 T. | 8 | 8 | |
| " 27 F. | 8 | 8 | |
| " 28 S. | 8 | 8 | |
| " 29 Sun. | | | |
| | 48 | 48 | |

| Date | Total Hours | Straight Time | Over-time |
|---|---|---|---|
| July 30 M. | 8 | 8 | |
| " 31 T. | 8 | 8 | |
| Aug. 1 W. | 8 | 8 | |
| " 2 T. | 8 | 8 | |
| " 3 F. | 8 | 8 | |
| " 4 S. | 8 | 8 | |
| " 5 Sun. | | | |
| | 48 | 48 | |

| Date | Total Hours | Straight Time | Over-time |
|---|---|---|---|
| Aug. 6 M. | 8 | 8 | |
| " 7 T. | 8 | 8 | |
| " 8 W. | 8 | 8 | |
| " 9 T. | 8 | 8 | |
| " 10 F. | 8 | 8 | |
| " 11 S. | 8 | 8 | |
| " 12 Sun. | | | |
| | 48 | 48 | |

| Date | Total Hours | Straight Time | Over-time | Date | Total Hours | Straight Time | Over-time |
|---|---|---|---|---|---|---|---|
| Aug. 13 M. | 8 | 8 | | Aug. 20 M. | 11 | 8 | 3 |
| " 14 T. | 8 | 8 | | " 21 T. | 11½ | 8 | 3½ |
| " 15 W. | 8 | 8 | | " 22 W. | 11½ | 8 | 3½ |
| " 16 T. | 8 | 8 | | " 23 T. | 11½ | 8 | 3½ |
| " 17 F. | 8 | 8 | | " 24 F. | 11 | 8 | 3 |
| " 18 S. | 8 | 8 | | " 25 S. | 7 | 8 | |
| " 19 Sun. | | | | " 26 Sun. | | | |
| | 48 | 48 | | | 63½ | 47 | 15.5 |

I, therefore, worked 847 total hours, of which 177 were overtime hours that should be paid for at double the straight time rate. I was hired to work at the rate of $400.00 a month for 8 hours a day, 48 hours a week. $400.00 per month, multiplied by 12 months of the year and divided by 52 weeks in a year, and again divided by 48 hours in a week, gives me an hourly rate of $1.92, my straight time hourly rate. I was paid $400.00 per month, receiving nothing for my overtime, and the last 5 days I was not paid for because I had laid off to take care of my brother's affairs, who was killed. When I returned to work and found that they had docked me for the time I was off, I refused to work further.

There is, therefore, due and oweing me double time for 177 overtime hours at the rate of $1.92 per hour, or $679.68, demand for which has been made and payment refused. Under the terms of the contract, the State of Oregon had with Skelton & Wiecks, they are required to pay double time for all time worked in excess of 8 hours in one day and 48 hours in one week and substantially all of my working time was consumed by doing manual labor in connection with keeping the plant in continuous operation.

I make this affidavit for the purpose of advising the State of Oregon of the matters and things herein contained and as a demand for my overtime to be paid to me by the State and withheld from any monies due Skelton & Wiecks.

Dated this 8 day of December, 1945, at Portland, Oregon.

W. L. Pickle

Subscribed and sworn to before me
as of the date above last written.

Henry Geuge

Notary for the State of Oregon
My Commission expires Apr. 12, 1946

21-8301

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NOTED
State Highway Engineer

R. H. Baldock

# FINAL COST ANALYSIS
## Newport Rock Production
## Oregon Coast Highway

Contract No. 2710
Skelton & Wiecks, Contractors

S. F. Walters, Resident Engineer

| Description | Cost | Quantity | Unit | Unit Cost | Unit Bid | Gross Revenue |
|---|---|---|---|---|---|---|
| 3/4"-½" Cr. Rock in S.P. | $7,858.76 | $4{,}2\overset{4}{5}7.76$ | Cu. Yd. | $1.85 | $1.65 | $7,008.80 |
| ½"-¼" " " " " " | 9,878.65 | 5,335 | " " | 1.85 | 1.65 | 8,802.75 |
| ¼"-0" " " " " " | 4,276.13 | 2,310 | " " | 1.85 | 1.65 | 3,811.50 |
| Hauling Crushed Rock | 5,543.34 | 46,393.48 | Yd. Mi. | 0.12 | 0.14 | 6,495.09 |
| Rejects | 856.94 | 3,427.75 | Cu. Yd. | 0.25 | 0.25 | 856.94 |
| Hauling Rejects trucks, inclu[illegible] | 81.86 | 685.55 | Yd. Mi. | 0.12 | 0.14 | 95.98 |
| Force Account Oil & Grease | 204.32 | | | | | 201.67 |
| | $28,700.00 | | | | | $27,272.73 |

| | |
|---|---|
| Total Cost | $28,700.00 |
| Gross Revenue | 27,272.73 |
| Net Loss | $1,428.27 |

Net Loss Equals 5.2% of Gross Revenue

# Newport Rock Production
## Contract No. 2710

## Detail of Cost

| | | |
|---|---|---|
| **Labor:** | | |
| Supervision, T. F. Skelton 3 mos. at $400.00 | $1,200.00 | |
| Labor | 6,790.23 | |
| State Industrial Accident | 432.10 | |
| Unemployment Insurance | 225.45 | |
| Social Security | 67.07 | $8,714.85 |
| **Equipment Rental & Misc.:** | | |
| Equipment Rental | $8,772.00 | |
| Hired Trucks, including drivers, gas, oil and grease | 5,427.61 | |
| Gas, Oil & Grease | 1,711.35 | |
| Move In, Freight & Cartage | 315.11 | |
| Plant Set-up Material | 291.54 | |
| Explosives | 602.77 | |
| Drill Steel | 162.10 | |
| Small Tools & Misc. Supplies | 296.65 | |
| Labor Transportation | 305.39 | |
| Office Expense | 999.85 | |
| Home Office & General Overhead, 3% of Gross Revenue | 825.59 | |
| Bond | 275.19 | 19,985.15 |
| Total Cost . . . . . . . . . . . . . . . . . . . . . | | $28,700.00 |

Contract No. 2710

## Newport Rock Production

Skelton & Wiecks, Contractors

### Breakdown of Crushing Costs

| | Cost | Cu. Yd. | Unit Cost |
|---|---|---|---|
| Strip Pit & Level Plant Site | $812.80 | 11,890.36 | $0.07 |
| Move In & Set Up | 2,613.59 | " | 0.22 |
| Drill & Shoot | 3,093.36 | " | 0.26 |
| Load in Quarry | 2,396.10 | " | 0.20 |
| Haul to Crusher | 2,409.16 | " | 0.20 |
| Plant Operation | 7,737.10 | " | 0.64 |
| Proratable Expense | 3,041.45 | " | 0.26 |
| Cost in Bunkers | $22,103.56 | 11,890.36 | $1.85 |

### Quantity & Sizes of Rock Crushed

| | | |
|---|---|---|
| 3/4" - 0" | 4,245.36 | Cu. Yd. |
| 1/2" - 1/4" | 5,335 | " " |
| 1/4" - 0" | 2,310 | " " |
| Total | 11,890.36 | Cu. Yd. |

458 [illegible] Operating Hours

Average Production 26 [illegible] Cu. Yd. per Hour

Newport Rock Production

REMARKS:

This contract, a "State Project", requiring the production of 11,890 cubic yards of crushed rock in stockpiles, was bid and awarded on December 19th, 1944. The contractor started work on January 4th, 1945, and completed on July 26th, 1945.

The contractor's operations began with the stripping of the Iron Mountain quarry and also the leveling of an adequate plant site. A small crew with an RD-7 cat and dozer spent a month on this work and were delayed by heavy rains. A wagon drill mounted on a small cat was used in making the first shot in the quarry but was replaced after a two weeks period with a compressor and jackhammers. Down holes and lifters were drilled, and the rock broke mostly under 8 inches.

The setting up of the crushing plant was started on February 24th, but it was not ready for operations until May 2nd. Crushing equipment consisted of a 24" x 36" jaw primary, a 36" x 24" rolls and a 1'4" Traylor gyratory. The plant was a semi-portable type. Power was provided with a PD-40 motor and two 100 h.p. Cummings diesels, one of which was connected to a generator. Screens and elevators were powered with 5 h.p. electric motors.

There was considerable lost time due to stormy weather and breakdowns, and the plant only operated about 75% of the time. The plant operated 458 hours to produce 11,890 cubic yards of rock, an average of 26.0 cubic yards per hour.

The Iron Mountain quarry is an excellent quarry, but this was the first State Highway crushing job performed by these contractors. Their preparation and move in and set up costs were high, the production was slow and the lost time was excessive.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

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21-8301

December 7, 1945

Great American Indemnity Co.
Harvey Wells-Reed Ins. Agency
412 Failing Building
Portland 4, Oregon

Gentlemen:

Attached hereto for your records and files is a copy of the affidavit of claim of W. L. Pickle against Skelton and Wiecks, highway contractors, which has just been received by the State Highway Commission.

You will note the claim arises out of Skelton and Wiecks' contract with the Highway Commission for the Newport Rock Production Project, which is State Highway Contract No. 2710.

The information is given you inasmuch as the Great American Indemnity Company appears as surety on the bond furnished by Skelton and Wiecks for this job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
H. B. Glaisyer
Secretary

HBG:ee
Enc.
cc - Skelton & Wiecks
Toledo
Oregon

NOTED ON CARD
12-7-45 gl

STATE OF OREGON )
) ss
County of Multnomah )

I, W. L. Pickle, being first duly sworn depose and say:

That I was employed by Skelton and Wiecks to operate their rock crusher on the Newport rock production project covering the furnishing of maintenance and materials for the Corvallis, Newport and Siletz Secondary Highway in Lincoln County. That during said time said contractors failed to pay me either in accordance with the Wage-Hour laws of the United States or the State laws for Oregon as to my overtime payments, and that it is necessary for me to seek my legal remedy to collect the same.

I make this affidavit for the purpose of obtaining a copy from the State Highway Commission of the contract between the State and the said Skelton and Wiecks covering my work wherein said company agreed with the State of Oregon that they would pay all of their employees in compliance both with the requirements of the State laws and the United States laws covering the same.

Dated this 3rd day of December, 1945.

W. L. PICKLE

Subscribed and sworn to before me as of the date above written.

Harry George, Jr.
Notary Public for the State of Oregon
My Commission expires April 12, 1946

December 7, 1945

Mr. Harry H. George, Jr.
Attorney at Law
600 Henry Building
Portland 4, Oregon

Dear Mr. George:

I wish to acknowledge receipt of your letter of December 3 transmitting affidavit of the claim of W. L. Pickle against Skelton & Wiecks, State Highway contractors, said claim arising out of Skelton and Wiecks' contract for the Newport Rock Production Project, State Highway Contract No. 2710. I wish to thank you for this affidavit.

In conformity with the practice, I am bringing the claim to the attention of the Great American Indemnity Company, Harvey Wells-Reed Insurance Agency, surety on the bond furnished by Skelton & Wiecks in connection with this job.

The form of affidavit appears to be satisfactory, although the amount of the claim is not stated therein. We would appreciate it if you would supply such information for the Highway Commission's records.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee

HARRY H. GEORGE, JR.
ATTORNEY AT LAW
600 HENRY BUILDING
PORTLAND 4, OREGON

December 3, 1945

Mr. H. B. Glaisyer, Secy.
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer: Re: Skelton & Wiecks

Enclosed find an affidavit of the claim of a job creditor of Skelton and Wiecks. I am not sure that it is in the correct form but if it is not I will be glad to put it in whatever form is supposed to be proper. Thank you very much for the prompt service.

Very truly yours
Harry George Jr.
Harry George, Jr.

HG:HS
Encl.

RECEIVED
DEC 6 1945
OREGON
STATE HIGHWAY COMMISSION

Ansd, cc [illegible] & [illegible]
12-6

STATE OF OREGON )
) ss
County of Multnomah )

I, W. L. Pickle, being first duly sworn depose and say:

That I was employed by Skelton and Wiecks to operate their rock crusher on the Newport rock production project covering the furnishing of maintenance and materials for the Corvallis, Newport and Siletz Secondary Highway in Lincoln County. That during said time said contractors failed to pay me either in accordance with the Wage-Hour laws of the United States or the State laws for Oregon as to my overtime payments, and that it is necessary for me to seek my legal remedy to collect the same.

I make this affidavit for the purpose of obtaining a copy from the State Highway Commission of the contract between the State and the said Skelton and Wiecks covering my work wherein said company agreed with the State of Oregon that they would pay all of their employees in compliance both with the requirements of the State laws and the United States laws covering the same.

Dated this 3rd day of December, 1945.

W. L. Pickle

Subscribed and sworn to before me
as of the date above written.

Harry Gray Jr
Notary Public for the State of Oregon
My Commission expires April 12, 1946

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3 1945
FOR FILING

21-8301

November 28, 1945

Harry H. George, Jr.
Attorney at Law
600 Henry Building
Portland 4, Oregon

Dear Sir:

Reference is made to your letter of November 23, inquiring as to the possibility of securing a certified copy of the state highway contract that was awarded to Shelton & Wiecks in the vicinity of Toledo. The contract to which you refer is contract No. 2710 and is known in this office as the Newport Rock Production Project, covering the furnishing of maintenance material for the Corvallis-Newport and Siletz Secondary Highway, in Lincoln County.

Certified copies of public documents such as this may be obtained by filing with the proper officials an affidavit of the claim of the job creditor.

I am forwarding to you today, under separate cover, a certified copy of the above mentioned contract notwithstanding that you have not as yet filed the affidavit required by law. I anticipate that you are in a hurry for the contract and want to accommodate you, but I will expect you to file the affidavit within the next few days.

You also inquired as to the terminal points of the road that was to be constructed. Such information is given in the special provisions of the contract which you will find immediately following page 160.

You will note that the contract is simply for the furnishing of crushed rock in stockpiles for later use by the State Highway in maintenance of three existing state highways. No relocation of an old road or the construction of a new highway is involved.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

HBG gl

HARRY H. GEORGE, JR.
ATTORNEY AT LAW
600 HENRY BUILDING
PORTLAND 4, OREGON

November 23, 1945

Road Commissioner
State of Oregon
Salem, Oregon

Dear Sir:

I have been advised that last summer you awarded a contract which was executed for the repair of a State highway out of Toledo to Skelton and Wicks.

I am wondering if it is possible to get a certified copy of your contract, further if it is possible to obtain from you the information as to the terminal points of the road so constructed. I would further like to know whether it was the repair of an old road, re-location of an old road, or the construction of a brand new highway. Thank you,

Very truly yours
Harry George Jr
Harry George, Jr.

HG:HS

ANSWERED
H. B. GLAISYER

RECEIVED
NOV 26 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 23 1945
FOR FILING
21-8301

November 21, 1945

Great American Indemnity Co.,
Harvey Wells-Reed Insurance Agency, Agents
412 Failing Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2710 for work on the Newport Section of the Corvallis-Newport and Siletz Highway, in Lincoln County, has been completed by the contractors, T. F. Shelton and H. H. Wiecks, and that final payment in the amount of $578.54 will be made after the Commission has approved this contract.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $27,272.73, of which amount $201.67 represents the amount of force account items. This contract was completed on July 26, 1945. The Commission has not yet approved it but we anticipate that it will do so at its next regular meeting.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly a acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl

NOTED ON CARD
11-21-45

RECEIVED
OCT 1 1945
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COPY

21-8301

September 29, 1945

COPY

Messrs. T. F. Skelton & H. H. Wiecks
Toledo
Oregon

Gentlemen:

The State Highway Commission, at its meeting on September 24, 1945, granted you the extensions of time requested, without penalty, as follows:

Contract No. 2707, for rock production on the Elsie-Sunset Camp-Vernonia Section of four highways in Clatsop, Tillamook, Columbia and Washington Counties, from September 12, 1945, to October 31, 1945.

✓ Contract No. 2710, for rock production on the Newport Section of the Corvallis-Newport and Siletz Highway in Lincoln County, from July 14, 1945 to July 26, 1945.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

cc: F.T.Young
F.D.Eason

COPY

RECEIVED
AUG 23 1945
FOR FILING

21-8301

August 22, 1945

Great American Indemnity Co.,
Harvey Wells-Reed Insurance Agency, Agents,
412 Failing Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to T. F. Shelton and H. H. Wiecks, on contract No. 2710, covering rock production on the Newport Section of the Corvallis-Newport and Siletz Highway, in Lincoln County. This payment, in the amount of $5,001.76, will be made on or after September 1, 1945. The retained percentage is $825.99.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

NOTED ON C

8-22-45 gl

Form E-1—5M—6-44

# OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 11, 1945, 19

Section Newport

Kind of work Rock Production

Highway Oregon Coast; Newport-Corvallis; Siletz

Section prefix 21-8301

Contractor T.F.Skelton & H.H.Wiekks

Contract number 2710

Date of contract Dec. 19, 1944, 19

Date of completion May 31, 1945, 19

Date work started Jan. 4, 1945, 19

Estimated date of completion , 19

Amount of contract $ 26,928

Per cent of time elapsed 131 %

Estimated cost of completed project, exclusive of engineering $ 27,524.04

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1908, %

Date project was completed July 26, 1945, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Dow worked five days this week completing final estimate. Completed and being sent by express.

FINAL REPORT

NOTED
H. G. SMIT

NOTED
F. A. PEASE

RECEIVED
AUG 14 1945
OFFICE OF
CONSTRUCTION ENGINEER

Signed S Walles

Address Newport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  |  |  |
| Total estimated quantities |  |  |  |  |  |
| Estimated quantities moved or placed to date |  |  |  |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Percentages of men employed on contract to be secured from:

........ County, ....%; ........ County, ....%; ........ County, ....%; ........ County, ....%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels ........, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants ........

Compressors ........, Bulldozers ........, Sheep-foot rollers ........, . . . . . . ........, . . . . . ........, . . . . . ........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday |  |  |  |
| Monday |  |  |  |
| Tuesday |  |  |  |
| Wednesday |  |  |  |
| Thursday |  |  |  |
| Friday |  |  |  |
| Saturday |  |  |  |

STATE PRINTING DEPT.

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21-8301

May 17, 1945

Skelton & Wiecks
Toledo
Oregon

Gentlemen:

The State Highway Commission, at its meeting on May 14, 1945, granted you the extension of time requested, from May 31, to July 14, 1945, without penalty, in connection with contract No. 2710 for rock production on the Newport Section of the Corvallis-Newport and Siletz Highway, in Lincoln County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible] gl

cc: S.H.Probert
G.S.Paxson
M.H.[illegible]

RECEIVED
JAN 15 1945
FOR FILING

21-4212

January 15, 1945

Harvey Wells-Reed Insurance Agency, Agents
Great American Indemnity Company
Failing Building
Portland, 4 Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2710 which was awarded to T. F. Skelton and H. H. Wiecks by the State Highway Commission on December 19, 1944, covering the Newport Rock Production Project in Lincoln county.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

FV
Encls.

January 15, 1945

T. F. Skelton and H. H. Wicks, Contractors
Toledo, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2710 which was awarded to you on December 19, 1944, by the State Highway Commission, covering Newport Rock Production Project in Lincoln county. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

FV
Encls.

RECEIVED
DEC 23 1944
FOR FILING

21-4212

December 21, 1944

T. F. Skelton and H. M. Wiecks
Toledo
Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2710 which was awarded to you by the State Highway Commission on December 19, 1944, covering Newport Rock Production Project in Lincoln County on Corvallis-Newport and Siletz Highway.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

rwr
Encls.

RECEIVED
DEC 21 1944
FOR FILING

21-4212

Cont 2710

December 20, 1944

T. F. Shelton & M. H. Wiecks,
Toledo, Oregon.

Gentlemen:

The State Highway Commission, on December 19, 1944, awarded you the contract for the Newport Rock Production Project on three highways in Lincoln County. This award was based on your bid of $26,928.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

jee

cc: Probert
Paxson

31-~~4207~~ Elgin Rock Production Project 1944
8301 Weston-Elgin & Wallowa Lake Hwys.

#2711

31-8301

R H Baldock

RECEIVED
JUL 1 1946
FOR FILING

June 18th, 1946

Elgin Section

## FINAL COST ANALYSIS
Rock Production

Weston-Elgin and
Wallowa Lake Highways
Prefix 31-4207

Contract #2711

M. C. Lininger & Sons, Contractors
E. F. Chidsey, Resident Engineer

| Item | Amount | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 3/4"-½" Cr. Mat'l. in Stockpile | $5,189.9 | Cu. Yd. | $2.25 | $2.80 | $11,697.28 | $14,531.72 |
| ½"-¼" Cr. Mat'l. in Stockpile | 4,024.7 | " " | 2.25 | 2.80 | 9,071.58 | 11,269.16 |
| ¼"-0 Cr. Mat'l. in Stockpile | 2,303.7 | " " | 2.25 | 2.80 | 5,190.46 | 6,450.36 |
| Clear & Grub Stockpile Sites | | All | | | 241.75 | 500.00 |
| Level Stockpile Sites | | All | | | 207.10 | 500.00 |
| Stockpile Screen Rejects | 239.8 | Cu. Yd. | 0.25 | 0.25 | 59.95 | 59.95 |
| Haul Adjustment in Favor of Contractor | 424.67 | Yd. Mi. | 0.15 | 0.15 | 63.70 | 63.70 |
| Rock Sold to Cities of Elgin and Imbler | 1,754.0 | Cu. Yd. | 1.51 | 2.00 | 2,648.54 | 3,507.25 |
| | | | | | $29,180.36 | $36,882.14 |

| | |
|---|---|
| Gross Revenue | $36,882.14 |
| Total Cost | 29,180.36 |
| Net Profit | $7,701.78 |

Net Profit Equals 20.9% of Gross Revenue

NOTED
State Highway Engineer

## Elgin

## Detail of Cost

Labor:

| | | |
|---|---|---|
| Supervision | $810.00 | |
| Labor | 8,612.11 | |
| S.I.A.C., S.U.C. and S.S. Taxes | 1,128.03 | |
| | | $10,550.14 |

Equipment Rental & Miscellaneous:

| | | |
|---|---|---|
| Equipment Rental (Includes Repairs) | $10,020.00 | |
| Rented Equipment, Including Gas, Oil & Grease | 3,920.52 | |
| Gas, Oil & Grease | 1,927.83 | |
| Freight & Cartage | 1,512.22 | |
| Small Tools & Miscellaneous | 374.00 | |
| Bond | 222.00 | |
| Interest | 59.67 | |
| Home Office & General Overhead | 593.96 | |
| | | 18,630.22 |

Total Cost . . . . . . . . . . . . . . . . . . . . . . . . . $29,180.36

## Elgin Section

Remarks:

This was a "State Project" and called for the production of 11,000 cubic yards of crushed rock and gravel in stockpile, with the material being produced from two sources. The construction of the first set-up was started July 1st, 1945; crushing was started July 9th, and finished August 10th. Dismantling and setting up for the second set-up was started immediately, but crushing at the second set-up was not started until August 27th. Crushing was completed September 22nd, and final clean-up on September 30th.

Equipment used by the contractors consisted of a 3/4 cubic yard shovel, two pit trucks, the portable crushing plant used by Liningers and hired trucks.

The first set-up for the project was made at the gravel deposit located at M.P. 39.8 on the Weston-Elgin Highway. All material within the economic haul limits for this set-up was produced from this pit, and in addition, 1,754 cubic yards was crushed for the cities of Elgin and Imbler.

The second set-up was made at the specified rock quarry located at M.P. 26.8 of the Weston-Elgin Highway. At this quarry the contractor was able to obtain all materials needed without shooting and at a total cost of $610.00 for all quarry work. Required quarry work consisted of the wasting of unsuitable materials and the dozing of talus rock so that it could be reached by the shovel. The estimated savings on quarry costs for all crushed rock produced at this set-up amounted to $0.15 per cubic yard.

The plant operated a total of 520 hours at both set-ups to produce 13,273 cubic yards of material, an average of 25.6 cubic yards per hour. While this production was not large for the plant, the contractor was unable to obtain sufficient labor, and the small crew tended to lower both production and labor costs per hour of operating time.

Advantageous bid prices, low operating costs and the ability of the contractors to obtain all needed material without the necessity of shooting the quarry at the one set-up where drilling and shooting were contemplated, allowed the contractors to realize a very sizable profit for the project.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
FEB 5 - 1946
FOR FILING

31-8301

February 4, 1946

The Aetna Casualty & Surety Co.,
Bates, Lively & Pearson, Agents
301 Yeon Building
Portland 7, Oregon

Gentlemen:

RE: 42 S 8017 — M.C.Lininger & Sons
Contract No. 2711

Reference to your letter of this date on the above captioned contract.

We are pleased to inform you that this contract was completed on September 26, 1945, and accepted by the Highway Commission on December 27, 1945. The total contract amount was $33,374.89.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
H. B. Glaisyer
Secretary

gl

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7361

PORTLAND 7, ORE.

February 1, 1946

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: 42 S 8017 — M. C. Lininger & Sons
Contract No. 2711

Will you kindly advise whether the above captioned contract has now been accepted by the Highway Commission. If so advise the amount of final contract, date of completion and date of acceptance.

Thanking you kindly for giving this your immediate attention, we remain,

Very truly yours,

BATES, LIVELY & PEARSON

BY: AW Lively

aw

RECEIVED
FEB 4 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FORM E-30 25M 6-43
JAN 10
FOR FILING

31-8301
2711

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Jan. 9, 1946

SUBJECT: Request for release of warrants on final estimates.

To:

Mr. H. B. Glaisyer
O-f-f-i-c-e

| | Vou. # | Cont. # | Est. # | Name | Am't. | Wt. # | Note |
|---|---|---|---|---|---|---|---|
| 1. | 13332 | 2711 | 5-Final | M. C. Lininger & Sons | 1,001.25 | 280154 | ok, gl |
| 2. | | | | | | | |
| 3. | | | | | | | |
| 4. | | | | | | | |
| 5. | | | | | | | |
| 6. | | | | | | | |
| 7. | | | | | | | |
| 8. | | | | | | | |
| 9. | | | | | | | |
| 10. | | | | | | | |
| 11. | | | | | | | |
| 12. | | | | | | | |

Acceptance notice received on this contract.

amw

[illegible]

1-9-46, gl

ACCOUNTING DIVISION

By ____________
Bookkeeping Dept.

Approved ____________
Secretary

RECEIVED
NOV 2 1945
FOR FILING

31-8301

November 1, 1945

The Aetna Casualty & Surety Co.,
Bates, Lively & Pearson, Agents
Yeon Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2711 for work on the Elgin Section of the Weston-Elgin and Wallowa Lake Highway, in Umatilla and Union Counties, has been completed by the contractor, M. C. Lininger & Sons, and that final will be made as soon as this job has been accepted by the Highway Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $33,374.89, and that no force account work was performed therein. This contract was completed on September 26, 1945, but has not as yet been accepted by the State Highway Commission.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

NOTED ON CARD
11-1-45 gl

gl

RECEIVED
OCT 10 1945
FOR FILING

31-8301

October 8, 1945

Aetna Casualty & Surety Co.,
Bates, Lively & Pearson, Agents
Yeon Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to M. C. Lininger & Sons, on contract No. 2711, covering rock production on the Elgin Section of the Weston-Elgin and Wallowa Lake Highway, in Umatilla and Union Counties. This payment, in the amount of $9,093.16, will be made on or after October 18, 1945. The amount of retained percentage is $1,001.25.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl

NOTED ON CARD
10-8-45-gl

Form E-1—5M—8-41

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

No. 6,

*For Week Ending* Sept 22, 1945

*Section* Elgin Rock Production

*Kind of work* Rock Production

*Highway* Wallowa Lake and Weston-Elgin

*Section prefix* 31-8301

*Contractor* M. C. Lininger and Sons

*Contract number* 2711

*Date of contract* 12/19/ 1944

*Date of completion* 9/30 1945

*Date work started* 7/1/ 1945

*Estimated date of completion* 9/25/ 1945

*Amount of contract* 31,800.00

*Per cent of time elapsed* %

*Estimated cost of completed project, exclusive of engineering* $31,800.00

*Per cent of contract completed, based on total contract price* 100 %

*Engineering cost to date,* $ 1200.00, %

*Date project was completed* 19

*General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:*

The contractor completed his crushing on this project to-day. He will start tearing the plant down imediatly to move to the job between Unity and Austin.

All the stockpiles should be shaped ready for measurement by tuesday of next week. And all the equipment should be moved off the job by the end of the month.

Notification of completion report will be submitted as soon as the stockpiles are ready for measurement.

RECEIVED
SEP 25 1945
OFFICE OF
[illegible]

*Signed*

*Address* LaGrande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | 11,000 | | |
| Estimated quantities moved or placed to date | | | 11,000 | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | 1 | | |
| Hours per shift | | | 10 | | |
| Average force on project for week | | | 14 | | |

Percentages of men employed on contract to be secured from:

.......... County, ....%; .......... County, ....%; .......... County, ....%; .......... County, ....%;

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels 1, Power graders ......, Rollers ......, Mixers ......, Crushing or screening plants 1

Compressors 1, Bulldozers 1, Sheet-foot rollers 8-trucks, ......, ......, ......

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | fair | | |
| Monday | fair | | |
| Tuesday | fair | | |
| Wednesday | fair | | |
| Thursday | rain | | No work |
| Friday | rain | | " |
| Saturday | rain | | " |

STATE PRINTING DEPT.

RECEIVED
[illegible] 1945
FOR FILING

31-4207

January 24, 1945

M. C. Lininger & Sons
Box 1386
Medford, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of each of the following contracts which were awarded to you on December 19, 1944, by the State Highway Commission:

Contract No. 2704 covering Austin Junction-Unity Junction Rock Production Project on the John Day Highway.

Contract No. 2711 covering Elgin Rock Production Project on the Weston-Elgin and Wallowa Lake Highways.

Contract No. 2705 covering Union Rock Production and Resurfacing Project on Old Oregon Trail Highway and Medical Springs and Cove Highways.

These copies are for your records and files.

We are also sending executed copies to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

RMR

RECEIVED
[illegible] 1944
FOR FILING

31-4307

December 19, 1944

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2711 which was awarded to you by the State Highway Commission on December 19, 1944, covering Elgin Rock Production Project on Weston-Elgin and Wallowa Lake Highway in Umatilla and Union Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

rmr
Encls.

RECEIVED
DEC 21 1944
FOR FILING

31-4207

#2711

December 20, 1944

M. C. Lininger & Sons,
P. O. Box 1386,
Medford, Oregon.

Gentlemen:

The State Highway Commission, on December 19, 1944, awarded you the contract for the Elgin Rock Production Project on the Weston-Elgin and Wallowa Lake Highways in Umatilla and Union Counties. This award was based on your low bid of $31,800.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jee

cc: Probert
Paxson

30-~~4208~~ Hermiston Rock Production Project
8301 Umatilla County. 1944
#2712

RECEIVED
JUN 7 - 1945

FOR FILING

FORM E-30 25M

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

30-8301

June 6, 1945

SUBJECT: Request for release of warrants on final estimates.

To:

Mr. H. B. Glaisyer
O-f-f-i-c-e

| | Vou. # | Cont. # | Est. # | Name | Am't. | Wt. # | Note |
|---|---|---|---|---|---|---|---|
| 1. | 5705 | 2712 | 3-Final | F. R. Hewett Co. | 1,181.22 | 272471 | ok awc |
| 2. | | | | | | | |
| 3. | | | | | | | |
| 4. | | | | | | | |
| 5. | | | | | | | |
| 6. | | | | | | | |
| 7. | | | | | | | |
| 8. | | | | | | | |
| 9. | | | | | | | |
| 10. | | | | | | | |
| 11. | | | | | | | |
| 12. | | | | | | | |

Mr. G.

Your notice of acceptance is received on this contract.

asw

ACCOUNTING DIVISION

By ~~Bookkeeping Dept.~~

NOTED ON CARD
6-6-45 JC

Approved H B Glaisyer
Secretary

R.H. Baldock

20-8301

June 1st, 1945

RECEIVED
JUN 12 1945
FOR FILING

Project #30-4208

Contract #2712

COST ANALYSIS - FINAL REPORT
Hermiston Rock Production
F. R. Hewett, Contractor
W. S. Hodge, Resident Engineer

| Item | Quantity | Unit | Unit Cost | Unit Bid | Cost | Revenue |
|---|---|---|---|---|---|---|
| 3/4"-½" Cr. Gravel in S.P. | 7,162.5 | Cu. Yd. | $1.98 | $2.40 | $14,148.09 | $17,166.24 |
| ½"-¼" " " | 5,609.0 | " " | 1.98 | 2.40 | 11,079.48 | 13,461.60 |
| ¼"-0 " " | 3,190.4 | " " | 1.98 | 2.40 | 6,302.75 | 7,656.96 |
| Clear & Grub S.P. Sites | All | | | 100.00 | 65.00 | 100.00 |
| Level S.P. Sites | All | | | 400.00 | 645.00 | 400.00 |
| Screen Rejects | 1,684.2 | Cu. Yd. | 0.25 | 0.25 | 421.05 | 421.05 |
| Haul Adjustment | 1,121.6 | Yd. Mi. | 0.13 | 0.15 | 115.71 | 168.24 |
| | | | | | $32,777.08 | $39,374.09 |

| | |
|---|---|
| Gross Revenue | $39,374.09 |
| Total Cost | 32,777.08 |
| Net Profit | $6,597.01 |

Net Profit Equals 16.8% of Gross Revenue

## Hermiston Rock Production
## Contract #2712

### Detail of Cost

| | | |
|---|---|---|
| **Labor:** | | |
| Labor | $11,641.87 | |
| Supervision | 2,050.00 | |
| State Industrial Accident Insurance | 292.28 | |
| Social Security | 116.42 | |
| Unemployment Insurance Compensation | 349.25 | |
| | | $14,449.82 |
| **Equipment Rental, Supplies & Misc.:** | | |
| Equipment Rental | $11,182.33 | |
| Gas, Oil and Grease | 3,904.36 | |
| Small Tools & Misc. Supplies | 1,052.24 | |
| P.U.C. | 317.16 | |
| Bond | 295.31 | |
| Home Office & General Overhead | 1,575.86 | |
| | | 18,327.26 |
| Total | | $32,777.08 |

## Unit Costs of the Various Operations

| | Cost | Quantity | Unit Cost |
|---|---|---|---|
| Move In (From Spokane) | $1,303.35 | 15,962 Cu. Yd. | $0.082 |
| Set-up Plant | 1,145.64 | " " " | 0.072 |
| Strip Pit | 543.09 | " " " | 0.034 |
| Load in Pit with Shovel | 3,614.15 | " " " | 0.226 |
| Haul to Crusher | 3,125.60 | " " " | 0.196 |
| Crush | 8,387.46 | " " " | 0.525 |
| Haul to Stockpile (Average Haul 5.8 Miles) | 10,296.12 | " " " | 0.645 |
| Stockpile | 1,575.73 | " " " | 0.099 |
| Move Out (To Spokane) | 1,539.18 | " " " | 0.096 |
| | $31,530.32 | | $1.98 |

## Hermiston Rock Production

Remarks:

This contract was bid and awarded December 19th, 1944. The contractor waited for winter weather to break, moved in and started setting up March 6th, 1945. A semi-portable crushing plant was used, and it required only eight days to set up. Crushing was started March 15th, and was completed April 19th.

The gravel pit 0.12 mile west of M.P. 199.35 on the Old Oregon Trail Highway was stripped with a cat and dozer and used for crushed gravel. This pit runs heavy to fines, and about 50% of the material was screened out on a 3/4" screen before crushing.

The crushing plant consisted of a 18" x 24" primary crusher, 2' 4" recrusher, scalper screen, 3-deck vibratory screen, portable steel bunkers and necessary conveyors. It was powered with two 120 horse diesel motors.

A ½ cubic yard shovel was used in the pit to load two four cubic yard trucks which hauled 300' to the crusher. An average of seven 4 cubic yard trucks was used to haul the crushed gravel to stockpiles, an average distance of 5.7 miles.

The contractor operated two 10-hour shifts per day and averaged about 28 cubic yards per hour or 560 cubic yards per 20-hour day.

The equipment was moved in from Spokane, and when the job was finished was moved back to Spokane. The cost of moving in and out amounted to $3,150.00, which was a large expense for a small job. The contract shows a fair profit but would have been much higher if the moving in and out had not been expensive.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

M

RECEIVED
FOR FILING

30 - 8 301

May 21, 1945

Mrs. Karen Carter, Agent,
United Pacific Insurance Co.,
627 Board of Trade Bldg.,
Portland, 4, Oregon.

Dear Madam:

You are hereby notified that state highway contract No. 2712, for work on the Hermiston Section of four highways in Umatilla County, has been completed by the contractor, F. R. Hewett Co., and that final payment in the amount of $1,181.22 will be made on or after May 31, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $39,374.09, and that no force account work was performed therein. This contract was completed on April 19, 1945, and accepted by the Commission on May 14, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG gl

NOTED ON CARD
5-21-45 gl

RECEIVED
17 1945
FOR FILING

30-8301

May 16, 1945

Karen Carter, Agent,
United Pacific Insurance Co.,
627 Board of Trade Building
Portland 4, Oregon

Dear Madam:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to F. R. Hewett Co., on Contract No. 2712, covering Rock Production on four highways in Umatilla County. This payment, in the amount of $7,907.87, will be made on or after May 28, 1945. The retained percentage is $1,181.22.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

RBO gl

NOTED ON CARD
5-16-45 JL

Form E-1—5M—6-43

## OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

#9

For Week Ending May 5, 19 45

Section Hermiston Rock Production

Kind of work Rock Production

Highway State Highways

Section prefix 30 - 8301

Contractor F.R.Hewatt Co.

Contract number 2712.

Date of contract Dec.19, 19 44

Date of completion July 31, 19 45

Date work started March 6, 19 45

Estimated date of completion April 19, 19 45

Amount of contract $ 37,460.00

Per cent of time elapsed 54.0 %

Estimated cost of completed project, exclusive of engineering $ 39,374.09

Per cent of contract completed, based on total contract price 100. %

Engineering cost to date, $ 951.47, 42.0 %

Date project was completed April 19, 1945

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed and sent semi-final to La Grande May1, but it came back th make a change in the haul adjustment. We will send this back to La Grande about Monday May 7.

NOTED
H. G. SMITH

RECEIVED
MAY 7 - 1945
OFFICE OF
[illegible]

RALPH EGGSTAFF

Signed Hodge

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  |  |  |
| Total estimated quantities |  |  | 15,400. |  |  |
| Estimated quantities moved or placed to date |  |  | 15,860. |  |  |
| Average daily quantities |  |  | 546. |  |  |
| Average daily quantities necessary to complete project on time |  |  | ---- |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  | 0 |  |  |

Percentages of men employed on contract to be secured from:

.................... County, ......%; .................... County, ......%; .................... County, ......%; .................... County, ......%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ............

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . . . ............, . . . . . . ............, . . . . . . ............

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair |  |  |
| Monday | " |  |  |
| Tuesday | " |  |  |
| Wednesday | " |  |  |
| Thursday | " |  |  |
| Friday | " |  |  |
| Saturday | " |  |  |

STATE PRINTING DEPT.

RECEIV
FOR FIL
30-42

30-4208

MEMO FOR FILES

Correspondence relative to mix-up in forwarding of executed Contracts to Contractors and Surety, filed in:
CONSTRUCTION - Contracts - General

---

F. R.
420 W
Spokane, Washington

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2712 which was awarded to you on December 19, 1944, by the State Highway Commission covering Hermiston Rock Production Project on four state highways in Umatilla County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

RMR

RECEIVED
JAN 24 1945
FOR FILING

30-4208

January 24, 1945

F. R. Hewett Company
420 West 22nd Avenue
Spokane, Washington

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2712 which was awarded to you on December 19, 1944, by the State Highway Commission covering Hermiston Rock Production Project on four state highways in Umatilla County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

RMR

RECEIVED
JAN 24 1945
FOR FILING

30-4218

January 24, 1945

Mr. Karen Carter, Agent
United Pacific Insurance Co.
627 Board of Trade Bldg.
Portland 4, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2712 which was awarded to F. R. Hewett Company by the State Highway Commission on December 19, 1944, covering Hermiston Rock Production Project on four state highways in Umatilla County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

BMR

RECEIVED
JAN 9 1945
FOR FILING
30-4208

**F. R. HEWETT CO.**
GENERAL CONTRACTORS
420 WEST 22ND AVENUE
SPOKANE, WASHINGTON

January 3, 1945

State Highway Commission
Salem, Oregon.

Gentlemen:

Contract No.2712,
Hermiston Rock Production
Project.

Copartner, Richard F.Hewett, has been on the coast over the holidays and I havent been able to get the contracts for this project to him for his signature.

I have forwarded the contracts to Tacoma, where he is scheduled to return, Saturday, January 6th. I have instructed him to promptly sign the contract and bond in quadruplicate and forward them to United Pacific Insurance Company, Board of Trade Building, Portland, Oregon, to be countersigned and forwarded to you at Salem. They should be in your hands January 10th.

Am very sorry for this delay. I hope that it will not be reflected in our execution of the work.

Sincerely yours

F.R.Hewett Company

By F R Hewett

REFERRED TO [illegible]
BY SECRETARY

watch for return of contracts

Rec'd 1/9/45

RECEIVED
JAN 4 - 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 23 1944
FOR FILING

30-4208

December 21, 1944

F. R. Hewett Company
420 W. 22nd Avenue
Spokane, Washington

Gentlemen:

We are sending you today by express four copies of Contract No. 2712 which was awarded to you by the State Highway Commission on December 19, 1944, covering Hermiston Rock Production Project in Umatilla County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

rmr
Encls.

RECEIVED
DEC 21 1944
FOR FILING

30-4208

#2712

December 20, 1944

F. R. Hewitt Company,
420 W. 22nd Ave.,
Spokane, Wash.

Gentlemen:

The State Highway Commission, on December 19, 1944, awarded you the contract for the Hermiston Rock Production Project in Umatilla County. This award was based on your low bid of $37,460.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

joe

cc: Mr. Probert
Mr. Paxson

DA-NR 20 (1) Alameda-City Limits (K.Falls)
Marine Barracks Access Road

#2713 1945

RECEIVED
AUG 13 1945
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
~~[illegible]~~
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-NR 20(1)

August 6, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-NR 20(1), Marine Barracks Access Road in Klamath Falls ______________, was made by a representative of this office on July 19, 1945.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

[illegible]
District Engineer

By

~~L. J. Caufield~~
~~Sr. Highway Engineer~~

RECEIVED
AUG 7 1945
OREGON
STATE HIGHWAY COMMISSION

Jm

RECEIVED
AUG 6 1945
FOR FILING

PA-NR 20 (1)

## OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Aug. 4, 1945

SUBJECT: Request for release of warrants on final estimates.

To:

Mr. H. B. Glaisyer
O-f-f-i-c-e

| | Vou. # | Cont. # | Est. # | Name | Am't. | Wt. # | Note |
|---|---|---|---|---|---|---|---|
| 1. | 8044 | 2713 | 5-Final | Clifford A. Dunn | 750.00 | 274849 | Ok gl |
| 2. | | | | | | | |
| 3. | | | | | | | |
| 4. | | | | | | | |
| 5. | | | | | | | |
| 6. | | | | | | | |
| 7. | | | | | | | |
| 8. | | | | | | | |
| 9. | | | | | | | |
| 10. | | | | | | | |
| 11. | | | | | | | |
| 12. | | | | | | | |

Mr. G.

Acceptance advice is in on this contract.

aaw

ACCOUNTING DIVISION

By ____________
Bookkeeping Dept.

NOTED ON CARD
8-4-45 gl

Approved ____________
Secretary

RECEIVED
JUL 19 1945
FOR FILING

DA-NR 20-1

July 17, 1945

Hartford Accident & Indemnity Co.,
T. B. Watters, Agent,
Klamath Falls
Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2713, for work on the Alameda-City Limits (Klamath Falls) Section of the Marine Barracks Access Road, in Klamath County, has been completed by the contractor, Clifford A. Dunn, and that final payment in the amount of $750.00 will be made on or after July 27, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $16,068.60, of which amount $169.48 represents the amount of force account items. This contract was completed on June 30, 1945, and accepted by the commission on July 9, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

gl

NOTED ON CARD

7-17-45 gl

RECEIVED
JUL 13 1945
FOR FILING

DA-NR 20-1

July 11, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Enclosed herewith are four copies of materials report, Form PR-47, as prepared by the engineer on contract No. 2713, Alameda-City Limits (Klamath Falls) Project No. DA-NR 20 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

RECEIVED
JUL 12 1945
FOR FILING

D4-NR 30-1

July 10, 1945

Hartford Accident & Indemnity Company,
T. D. Watters, Agent,
Klamath Falls
Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Clifford A. Dunn on contract No. 2713, covering grading and surfacing on the Marine Barracks Access Road Highway, Alameda-City Limits Section, in Klamath County. This payment in the amount of $3,562.68, will be made on or after July 20, 1945. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

NOTED ON CARD
7-10-45 gl

Form E-1—[illegible]—6-41

DA-NR 20 (1)

# OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

*For Week Ending* June 23 1945, 19

*Section* Alameda - City Limits

*Kind of work* Grading Surfacing & Oiling

*Highway* Marine Barracks Access Road

*Section prefix* 218-1029

*Contractor* Clifford A Dunn

*Contract number* 2713

*Date of contract* January 3 1945, 19

*Date of completion* June 30 1945, 19

*Date work started* January 8 1945, 19

*Estimated date of completion* June 25 1945, 19

*Amount of contract* . . . . . . $16943.50

*Per cent of time elapsed* 96 %

*Estimated cost of completed project, exclusive of engineering* . . . . . . . . . . . . . . . $ 16150.00

*Per cent of contract completed, based on total contract price* . . . . . . . . . . . . 100 %

*Engineering cost to date, $* 1090.00, %

*Date project was completed* 6-23-45, 19

*General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:*

All work on the project has been completed - except some smoothing up of appreaches and trimming of shoulders.

The entire project should be completed in two or three days and the semi-final estimate for the project will be forwarded before the end of next week.

The Construction and Division Engineers inspected the work on this project on Monday of this week.

NOTED
RALPH EGGSTAFF

NOTED
E. A PEASE

NOTED
E. G. SMITH

RECEIVED
JUN 25 1945
OFFICE OF
[illegible] ENGINEER

*Signed* J B Weaver

*Address* Klamath Falls Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

RECEIVED
MAR 27 1945
FOR FILING
Stencil No. 124

MONTANA
OREGON
WASHINGTON DA-NR 20-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

March 24, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-NR 20(1)
Marine Barracks Access Road.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
MAR 26 1945
OREGON
STATE HIGHWAY COMMISSION

Jm

HG4pr-70347

Form P. R. 2

State Oregon

Project No. DA-ER 20(1)

# PROJECT AGREEMENT

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MEMORANDUM OF AGREEMENT made this 23rd day of February, 1945

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: and the Defense Highway Act of 1941

Whereas the Highway Department of said State submitted on the _____ day of _____, 19__, a project statement, which was approved on the _____ day of _____, 19__, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Section~~ _____ ~~of~~ said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 11th day of December 1944; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of nineteen thousand, one hundred thirty-seven and 00/100 dollars ($19,137.00) as the share of the United States payable under said act on account of ~~Section~~ _____ ~~of~~ said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds made available for the construction of access roads under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress).
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

## ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+62 at Alameda in Klamath Falls and survey station 17+22.8 in the SE¼, Section 28, T. 38 S., R. 9 E., W.M.

, length 0.310 of a mile~~s~~ in Klamath County, being ~~Section~~ ~~of~~ Oregon Defense Access project No. DA-WR 20(1), consisting of 0.310 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~a miles in length~~.

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. ~~Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.~~

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress).

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Sections~~ ~~of~~ said project shall not in any event exceed the sum of nineteen thousand, one hundred thirty-seven and 00/100 dollars ($ 19,137.00), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~is~~

~~dollars ($~~ ~~), or~~ the approved total estimated cost of ~~Section~~ ~~of~~ said project.

## PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws of 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of MAR - 9 1945, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By Arthur W. Schaupp
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
(Title of officer)

By ______
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest
SECRETARY

FEDERAL WORKS ADMINISTRATOR,

By ______
*Acting Commissioner of Public Roads.*

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

---

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)*

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-ER 20(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 19,157.00 as the total estimated cost of said project, and the sum of $ 19,157.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this ........ day of ........................................ one thousand nine hundred and MAR 9 1945

Federal Works Administrator,

By ........................
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—40183

RECEIVED
MAR 13 1945
FOR FILING

DA-NR 20(1)

March 6, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is Order for Extra Work No. 1, covering the moving of a picket fence from the street to the property line on the Alameda-City Limits (Klamath Falls) Project, DA-NR 20 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dict. by J. Rhodes/GS

Encl.

DA-NR 20(1)"

**MEMO FOR FILES**

Correspondence relative to mix-up in forwarding of executed Contracts to Contractors and Surety, filed in :

CONSTRUCTION - Contracts - General

---

ON

POST OFFICE BUILDING
PORTLAND, OREGON

bruary 20, 1945

Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon DA-NR 20(1), Alameda-City Limits (Klamath Falls) Section of the Marine Barracks Access Road.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
Division Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
FEB 21 1945
OREGON
STATE HIGHWAY COMMISSION

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 20, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon DA-NR 20(1), Alameda-City Limits (Klamath Falls) Section of the Marine Barracks Access Road.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
Division Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
FEB 21 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 1 - 1945
FOR FILING

DA-NR 20 (1)

February 6, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Alameda-City Limits Section, Project No. DA-NR 20 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-WR 20 (1)

## ALAMEDA-CITY LIMITS (KLAMATH FALLS) SECTION OF THE MARINE BARRACKS ACCESS ROAD IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 1, 1945

| | | | | |
|---|---|---|---|---|
| All Required | | Preliminary Engineering | | $ 500.00 |

**Within City of Klamath Falls (Sta. 0+82 to 16+05)**

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (95%) | | $ 475.00 |
| 90 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 270.00 |
| 2,880 | cu. yds. | General Excavation, Unclassified | 0.85 | 2,448.00 |
| 0.29 | mile | Finishing Roadbed and Slopes | 700.00 | 203.00 |
| 460 | lin. ft. | 18" Concrete Pipe | 3.30 | 1,518.00 |
| 90 | lin. ft. | 24" Concrete Pipe | 4.50 | 405.00 |
| 1 | only | Concrete Catch Basin | 85.00 | 85.00 |
| 4 | only | Adjustment of Manholes | 25.00 | 100.00 |
| 1,210 | cu. yds. | Cinders in Subbase | 2.50 | 3,025.00 |
| 835 | cu. yds. | 4½" - 2" Rock in Base | 3.00 | 2,505.00 |
| 650 | cu. yds. | 3/4" - 0" Rock in Base and Shoulders | 3.50 | 2,275.00 |
| 92 | M-gals. | Sprinkling | 3.00 | 276.00 |
| 0.29 | mile | Preparation of Base | 300.00 | 87.00 |
| 360 | cu. yds. | Furnishing and Placing Mineral Aggregates | 3.95 | 1,422.00 |
| 28 | tons | Furnishing and Placing 121-150 Asphalt | 35.00 | 980.00 |
| | | | Subtotal | $ 16,074.00 |
| | | | 10% Engr. & Cont. | 1,607.00 |
| | | | Total | $ 17,681.00 |

Length 0.288 mile
Cost per mile $ 61,392.36

**Outside City (Sta. 16+05 to 17+22.8)**

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (05%) | | $ 25.00 |
| 20 | cu. yds. | General Excavation, Unclassified | $ 0.85 | 17.00 |
| .02 | mile | Finishing Roadbed and Slopes (05%) | 700.00 | 14.00 |

|  |  |  |  |  |
|---|---|---|---|---|
| 90 | cu. yds. | Cinders in Subbase | $ 2.50 | $ 225.00 |
| 65 | cu. yds. | 4½" - 2" Rock in Base | 3.00 | 195.00 |
| 50 | cu. yds. | 3/4" - 0" Rock in Base and Shoulders | 3.50 | 175.00 |
| 8 | M-gals. | Sprinkling | 3.00 | 24.00 |
| .02 | mile | Preparation of Base | 300.00 | 6.00 |
| 30 | cu. yds. | Furnishing and Placing Mineral Aggregates | 3.95 | 118.50 |
| 2 | tons | Furnishing and Placing 121-150 Asphalt | 35.00 | 70.00 |
|  |  |  | Subtotal | $ 869.50 |
|  |  |  | 10% Engr. & Cont. | 86.50 |
|  |  |  | Total | $ 956.00 |

Length .022 mile

Cost per mile $ 43,454.54

**Summary of Costs:**

| | |
|---|---|
| Preliminary Engineering - - - - - - - - - - - - - - | $ 500.00 |
| Construction - Inside City - - - - - - - - - - - - | 17,681.00 |
| Outside City - - - - - - - - - - - - | 956.00 |
| | $19,137.00 |

**Funds for Maintenance:** Chap. 579, laws 1939

Oregon State Highway Department

Federal Access Road
Project No. DA-WR 20 (1)

## ALAMEDA-CITY LIMITS (KLAMATH FALLS) SECTION OF THE MARINE BARRACKS ACCESS ROAD IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 1, 1945

| | | | | |
|---|---|---|---|---|
| All Required | | Preliminary Engineering | | $ 500.00 |

**Within City of Klamath Falls (Sta. 0+82 to 16+05)**

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (95%) | | $ 475.00 |
| 90 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 270.00 |
| 2,880 | cu. yds. | General Excavation, Unclassified | 0.85 | 2,448.00 |
| 0.29 | mile | Finishing Roadbed and Slopes | 700.00 | 203.00 |
| 460 | lin. ft. | 18" Concrete Pipe | 3.30 | 1,518.00 |
| 90 | lin. ft. | 24" Concrete Pipe | 4.50 | 405.00 |
| 1 | only | Concrete Catch Basin | 85.00 | 85.00 |
| 4 | only | Adjustment of Manholes | 25.00 | 100.00 |
| 1,210 | cu. yds. | Cinders in Subbase | 2.50 | 3,025.00 |
| 835 | cu. yds. | 4½" - 2" Rock in Base | 3.00 | 2,505.00 |
| 650 | cu. yds. | 3/4" - 0" Rock in Base and Shoulders | 3.50 | 2,275.00 |
| 92 | M-gals. | Sprinkling | 3.00 | 276.00 |
| 0.29 | mile | Preparation of Base | 300.00 | 87.00 |
| 360 | cu. yds. | Furnishing and Placing Mineral Aggregates | 3.95 | 1,422.00 |
| 28 | tons | Furnishing and Placing 121-150 Asphalt | 35.00 | 980.00 |
| | | | Subtotal | $ 16,074.00 |
| | | | 10% Engr. & Cont. | 1,607.00 |
| | | | Total | $ 17,681.00 |

Length 0.288 mile
Cost per mile $ 61,392.36

**Outside City (Sta. 16+05 to 17+22.8)**

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (05%) | | $ 25.00 |
| 20 | cu. yds. | General Excavation, Unclassified | $ 0.85 | 17.00 |
| [illegible] | mile | Finishing Roadbed and Slopes (95%) | 700.00 | 14.00 |

FEB 9 1945
REG. HDQTRS. (DATE) FEB 17 194

|  |  |  |  |  |
|---|---|---|---|---|
| 90 | cu. yds. | Cinders in Subbase | $ 2.50 | $ 225.00 |
| 65 | cu. yds. | 4½" - 5" Rock in Base | 3.00 | 195.00 |
| 50 | cu. yds. | 3/4" - 0" Rock in Base and Shoulders | 3.50 | 175.00 |
| 8 | M-gals. | Sprinkling | 3.00 | 24.00 |
| .02 | mile | Preparation of Base | 300.00 | 6.00 |
| 30 | cu. yds. | Furnishing and Placing Mineral Aggregates | 3.95 | 118.50 |
| 2 | tons | Furnishing and Placing 121-150 Asphalt | 35.00 | 70.00 |
|  |  |  | Subtotal | $ 869.50 |
|  |  |  | 10% Engr. & Cont. | 86.50 |
|  |  |  | Total | $ 956.00 |

Length .022 mile
Cost per mile $ 43,454.54

**Summary of Costs:**

| | |
|---|---|
| Preliminary Engineering- - - - - - - - - - - - - - - | $ 500.00 |
| Construction - Inside City - - - - - - - - - - - - - | 17,681.00 |
| Outside City- - - - - - - - - - - - - | 956.00 |
| | $19,137.00 |

Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
FEB 19 1945
DISTRICT 1

December 8, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of form PR 46 to accompany plans and specifications for the Alameda-City Limits (Klamath Falls) Section, Project No. DA-WR 20 (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

Dictated by J. W. Nash/ER

Oregon State Highway Department

Federal Access Road
Project No. DA-WR 28 (1)

## ALAMEDA-CITY LIMITS (KLAMATH FALLS) SECTION OF THE MARINE BARRACKS ACCESS ROAD IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 8, 1944

| | | | | | | |
|---|---|---|---|---|---|---|
| All Required | | Preliminary Engineering | | | $ 500.00 | |

**Within City of Klamath Falls (Sta. 0+82 to 16+05)**

| | | | | | | |
|---|---|---|---|---|---|---|
| All Required | | Clearing and Grubbing (95%) | | | $ 190.00 | |
| 90 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | | 270.00 | |
| 2,880 | cu. yds. | General Excavation, Unclassified | 1.00 | .75 | 2,880.00 | -2160 00 |
| 0.29 | mile | Finishing Roadbed and Slopes | 500.00 | | 145.00 | |
| 460 | lin. ft. | 18" Concrete Pipe | 3.00 | | 1,380.00 | |
| 90 | lin. ft. | 24" Concrete Pipe | 4.00 | | 360.00 | |
| 1 | only | Concrete Catch Basin | 50.00 | | 50.00 | |
| 4 | only | Adjustment of Manholes | 35.00 | | 140.00 | |
| 1,210 | cu. yds. | Cinders in Subbase | 2.75 | 2.10 | 3,327.50 | 2541 00 |
| 835 | cu. yds. | 4½" - 2" Rock in Base | 3.00 | | 2,505.00 | |
| 650 | cu. yds. | 3/4" - 0" Rock in Base and Shoulders | 3.00 | | 1,950.00 | |
| 92 | M-gals. | Sprinkling | 2.50 | | 230.00 | |
| 0.29 | mile | Preparation of Base | 300.00 | | 87.00 | |
| 360 | cu. yds. | Furnishing and Placing Mineral Aggregates | 4.50 | | 1,620.00 | |
| 28 | tons | Furnishing and Placing 120-150 Asphalt | 40.00 | | 1,120.00 | 14,748 00 |
| | | Subtotal | | | $ 16,254.50 | 1474 80 |
| | | 10% Engr. & Cont. | | | 1,625.45 | |
| | | Total | | | $ 17,879.95 | 16,222.80 |

Length 0.288 mile
Cost per mile $ 62,083.15

**Outside City (Sta. 16+05 to 17+22.8)**

| | | | | | |
|---|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 10.00 | |
| 20 | cu. yds. | General Excavation, Unclassified | $ 1.00 | 20.00 | 15.00 |
| .02 | mile | Finishing Roadbed and Slopes (0%) | 500.00 | 10.00 | |

|  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|
| 90 | cu. yds. | Cinders in Subbase | $ 2.75 | 2.10 | $ 247.50 | 189.00 |
| 65 | cu. yds. | 4½" - 2" Rock in Base | 3.00 |  | 195.00 |  |
| 50 | cu. yds. | 3/4" - 0" Rock in Base and Shoulders | 3.00 |  | 150.00 |  |
| [illegible] | M-gals. | Sprinkling | 2.50 |  | 60.00 |  |
| .02 | mile | Preparation of Base | 300.00 |  | 6.00 |  |
| 30 | cu. yds. | Furnishing and Placing Mineral Aggregates | 4.50 |  | 135.00 |  |
| 2 | tons | Furnishing and Placing 121-150 Asphalt | 40.00 |  | 80.00 |  |
|  |  | Subtotal |  |  | $ 873.50 | 679.50 |
|  |  | 10% Engr. & Cont. |  |  | 87.35 | 67.95 |
|  |  | Total |  |  | $ 960.85 | 747.45 |

Length .022 mile

Cost per mile $ 43,675.00

**Summary of Costs:**

|  |  |  |
|---|---|---|
| Preliminary Engineering | $ 500.00 | 500.00 |
| Construction - Inside City | 17,879.95 | 16,222.80 |
| Outside City | 960.85 | 747.45 |
|  | $ 19,340.80 | 17470.25 |

PR 46

**Alameda-City Limits (Klamath Falls) Section**

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) January 1, 1945 State Oregon

Completion Date (Est.) June 30, 1945 Project No. DA-WR 20 (1)

Estimated Total Cost Roadway $ 19,340.80 Length: Miles .031

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 45 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 1,700 |
| 3 | Bituminous mat. | Gal. | 7,100 | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | | | | | |

## ALAMEDA-CITY LIMITS (KLAMATH FALLS) SECTION

## PROJECT NO. DA-WR 20 (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

December 8, 1944

RECEIVED
FEB 8 - 1945
FOR FILING

DA-NR 20 (1)

**T. B. WATTERS**
GENERAL INSURANCE AND SURETY BONDS
REAL ESTATE . . . INVESTMENT SECURITIES
TELEPHONE 4193 - 615 MAIN STREET
KLAMATH FALLS, OREGON

February 5, 1945

Mr. H. B. Gleisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Gleisyer:

This will acknowledge receipt of your letter of February 2, regarding the copy of Cliff Dunn's contract, and I wish to assure you that I do not feel at all slighted about not receiving a copy personally. As long as the Hartford Accident and Indemnity of Portland has the copy, I know it is in good hands.

Regardless of this mix up. I still think that as Secretary of the Oregon State Highway Commission, you are a damn good singer.

Yours very truly,

T B Watters

T. B. WATTERS

NOTED
H. B. GLAISYER

TBW/cc

RECEIVED
FEB 7 - 1945
Oregon
STATE HIGHWAY COMMISSION

RECEIVED
JAN 24 1945
FOR FILING

DA-NR 20 (1)

January 24, 1945

Mr. Clifford A. Dunn
Box 431
Klamath Falls, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2713 which was awarded to you on December 19, 1944, by the State Highway Commission covering Alameda-City Limits Section of Marine Barracks Access Road in Klamath County. This copy is for your records.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RMR

FOR FILING

D A-NR 20 (1)

January 24, 1945

Mr. T. B. Watters, Agent
Hartford Accident & Ind. Co.
Klamath Falls, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2713 which was awarded to Mr. Clifford A. Dunn by the State Highway Commission on December 19, 1944, covering Alameda-City Limits Section of Marine Barracks Access Road in Klamath County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RMR

FORM E-123X 8M 9-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
JAN 18 1945
FOR FILING

DA-NR 20(1)

January 15, 1945

Mr. F. E. Lynch,
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

We enclose herewith three copies of an agreement executed by the mayor and city recorder of Klamath Falls and also the Highway Commission, whereby the city agrees to maintain the access road inside the east city limits of Klamath Falls on a portion of the Old Fort Klamath Road, being Oregon Project No. DA-NR 20 (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Staff Engineer

OC:me

Encl.

✓cc Mr. J. W. Nash

RECEIVED
JAN 11 1945
FOR FILING

DA-NR20G

January 11, 1945

City of Klamath Falls,
Klamath Falls,
Oregon.

Gentlemen:

I hand you herewith an executed copy of an Agreement between the City of Klamath Falls and the State Highway Commission, relative to the maintenance of the Federal Access Road on the Old Fort Klamath Road in Klamath Falls, extending from the east end of the bridge over the U.S.R.S. canal to the east city limits of Klamath Falls. You will note that this has been signed by all parties.

The contract for this road improvement, as you probably know, was recently awarded by the Highway Commission to Clifford A. Dunn of your city.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG/jeo
Encl.

RECEIVED
JAN 11 1945
FOR FILING

DA-NR 20(1)

OREGON STATE HIGHWAY COMMISSION

Salem, Oregon
January 11, 1945

Mr. Oscar Cutler,
Asst. Staff Engineer,
Office

Dear Sir:

I am returning to you herewith four signed copies of the Agreement between the Highway Commission and the City of Klamath Falls, covering the maintenanse of the Federal Access Road Project on the Old Fort Klamath Road in Klamath Falls, Project No. DA-NR20(1).

I have retained the original of this for the Commission's records and files, and I have sent one copy to the City.

Very truly yours,

HBG/jeo
Encls.

Secretary

FORM E-90 20M 7-40

**OREGON STATE HIGHWAY COMMISSION**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
January 2, 1945

**SUBJECT:**

**To:** Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

Dear Sir:

Herewith are six copies of an agreement received from the City of Klamath Falls, executed by the city authorities, whereby the city agrees to maintain that portion of the Old Fort Klamath Road within the city limits of Klamath Falls from the bridge over the U.S.R.S. Canal to the east city limits.

Bids were opened on this project December 19, but the contract was not awarded pending completion of the agreement by the city to maintain and other requirements. This agreement is now ready for the consideration and execution by the Commission.

Very truly yours,

Oscar Cutler
Asst. Staff Engineer

OC:me

Encl.

RECEIVED
JAN 12 1945
FOR FILING

DA-NR 20(1)

Telephone 963

P. O. Box 431

**CLIFFORD A. DUNN**

GENERAL CONTRACTOR

Klamath Falls, Oregon

Jan. 9, 1945

Oregon State Highway Comm.,
Salem, Oregon

Gentlemen:

We are enclosing herewith four executed copies of Alameda City Limits Access Road.

Very truly yours,

Clifford A. Dunn

By

CAD:kb
encl.

Recd 1/10/45

RECEIVED
JAN 10 1945
OREGON
STATE HIGHWAY COMMISSION

DA-NR 20-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

RECEIVED
JAN 5 1945
FOR FILING

January 3, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our verbal concurrence today in the award of contract, as of this date, to Clifford A. Dunn, Klamath Falls, Oregon, who submitted the low bid on Oregon DA-NR 20(1), Access Road to the Klamath Falls Marine Barracks.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JAN 4 - 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 1 - 1945
FOR FILING

AGENDA
JAN 23 1945

5a

DA - NR20-(1)

January 3, 1945

Clifford A. Dunn,
Box 431,
Klamath Falls, Ore.

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for construction of the Alameda-City Limits Section of the Marine Barracks Access Road in Klamath County. This award was based on your low bid of $16,943.50 submitted on December 19, 1944.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jeo

cc: Mr. Probert
Mr. Paxson

Z-F confirmed

State Highway Dept.
Rm. 319, [illegible] te Office Bldg., Salem, Oregon

RATE
DEFERRED
NIGHT LETTER
SHIP RADIOGRAM
Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

# COPY OF
# WESTERN UNION TELEGRAM

SALEM, OREGON, JANUARY 3, 1945.

CLIFFORD A. DUNN,
CONTRACTOR
KLAMATH FALLS, OREGON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR CONSTRUCTION OF ALAMEDA-CITY LIMITS SECTION OF MARINE BARRACKS ACCESS ROAD BASED ON LOW BID SUBMITTED BY YOU ON DECEMBER 19, 1944. CONTRACT FORMS WILL FOLLOW SHORTLY FOR ACCEPTANCE.

H. B. GLAISYER, SECRETARY
OREGON STATE HIGHWAY COMMISSION

Confirmation
Auditor (5001-900)
Files

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

RMR
Encls.

RECEIVED
JAN 4 1945
FOR FILING

LA-NE 20-1

January 3, 1945

Mr. Clifford A. Dunn
Box 431
Klamath Falls, Oregon

Dear Mr. Dunn:

We are sending you today four copies of Contract No. 2713 which was awarded to you by the State Highway Commission on January 3, 1945, covering grading and surfacing of Alameda-City Limits (Klamath Falls) Klamath County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

RMR
Encls.

FORM 5 1931 3M 9-48

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
JAN 8 1945
FOR FILING

DA-NR 20-1

January 2, 1945

Mr. T. H. Davis
Senior Highway Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith three copies of resolution signed by the city authorities of Klamath Falls, relative to Project DA-NR 20 (1), the access road on the Old Fort Klamath Road within the City of Klamath Falls.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Staff Engineer

cc. Mr. J. W. Rash

RECEIVED
JAN 4 1945
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DA-NR 20-1

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

# WESTERN UNION

1201

(35)

SYMBOLS
DL=Day Letter
NT=Overnight Telegram
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PR184 21 GOVT=PORTLAND ORG 2 317P

JAN 2 PM 4 37

R H BALDOCK=
STATE HIGHWAY ENGINEER SM=

WILL CONCUR IN AWARD TO LOW BIDDER OREGON DA-NR 20 (1) KLAMATH FALLS ACCESS ROAD UNDER CONDITIONS LISTED YOUR TEL TODAY=

LYNCH.

Prokeit

NOTED
State Highway Engineer

DA-NR 20 (1).

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

DA-NR 20(1)

RECEIVED
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| | |
|---|---|
| CLASS OF SERVICE DESIRED | |
| DOMESTIC | CABLE |
| TELEGRAM | ORDINARY |
| DAY LETTER ☒ | URGENT RATE |
| SERIAL | DEFERRED |
| OVERNIGHT TELEGRAM | NIGHT LETTER |
| SPECIAL SERVICE | SHIP RADIOGRAM |

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

# COPY OF
# WESTERN UNION TELEGRAM

SALEM, OREGON
JANUARY 2, 1945

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

MAINTENANCE AGREEMENT FOR KLAMATH FALLS ACCESS ROAD PROJECT IS SIGNED. MAY BE SEVERAL DAYS BEFORE DEED FOR POINT OF RIGHT OF WAY STATION 6 PLUS 10 IS SIGNED. NO ARRANGEMENTS MADE FOR MOVING GARAGE STATION 2 PLUS 40. WILL YOU CONCUR IN AWARD OF CONTRACT UNDER THOSE CONDITIONS?

R. H. BALDOCK

---

WE ARE READY TO CONCUR IN AWARD TO LOW BIDDER OREGON DA-NR 20(1), ACCESS ROAD TO KLAMATHFALLS MARINE BARRACKS, UPON ADVICE MAINTENANCE AGREEMENT SIGNED BY CITY=

LYNCH.

See Cutler
re Maint. agree.

R. of W. OK

DA-NR 20(1).

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

FORM E-125X 6M 12-40

**COMMISSIONERS**
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
[illegible] 1944
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DA-NR 20-1

December 21, 1944

File

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request of Mr. Davis by telephone, we are sending, under separate cover, four blueprint copies of plan sheets numbers 3 and 4 for the Alameda-City Limits Section, Project No. DA-NR 20 (1), which sheets have been revised to indicate the superelevation rates to be used on curves.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. W. Nash/GS

DA-NR 20-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

RECEIVED
1 1944
FOR FILING

December 11, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon DA-NR 20(1), Alameda-City Limits Section, Marine Barracks Assess Road, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award of this project will be withheld pending provision for completely financing the project if same is found necessary after opening of bids.

Very truly yours,

W. H. LYNCH
District Engineer

By: L J Caufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
DEC 13 1944
OREGON
STATE HIGHWAY COMMISSION

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
DEC 16 1944
FOR FILING

DA-NR 20-1

December 8, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of form PR 46 to accompany plans and specifications for the Alameda-City Limits (Klamath Falls) Section, Project No. DA-NR 20 (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

Dictated by J. W. Nash/ER

RECEIVED
DEC 6 - 1944
FOR FILING

DA-NR-20

November 23, 1944

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We have been advised that Oregon Project DA-NR-20, Marine Barracks Access Road in Klamath Falls, was certified by the Navy on November 19, 1944, and approved by the Commissioner on November 3, 1944.

You are therefore advised that we are prepared to authorize advertisement upon the availability of satisfactory PS&E and right of entry for all rights-of-way not acquired. Award would, of course, be subject to the availability of a preference rating. You were previously authorized to incur PS&E expense with reimbursement guaranteed as of November 3, 1944.

Very truly yours,

W. H. LYNCH
District Engineer.
By

L. J. Canfield
Senior Highway Engineer.

CC: FEDERAL AID

RECEIVED
NOV 24 1944
OREGON
STATE HIGHWAY COMMISSION

Original sent to Mr. Probert

RECEIVED
DEC 23 1944
FOR FILING

DA-NR 20-1

December 21, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request of Mr. Davis by telephone, we are sending, under separate cover, four blueprint copies of plan sheets numbers 3 and 4 for the Alameda-City Limits Section, Project No. DA-NR 20 (1), which sheets have been revised to indicate the superelevation rates to be used on curves.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. W. Nash/GS

FORM B-1282 6M 10-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

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NOV 13 1944
FOR FILING

DA-NR 20

November 9, 1944

Mr. W. E. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

In compliance with the request contained in your letter of November 3, we are submitting herewith PR-1-PA forms for Oregon Project DA-NR-20, Access Road to Marine Barracks near Klamath Falls.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

Encl.

RECEIVED
NOV 6 1944
FOR FILING

DA-NR 20

November 4, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

With reference to the improvement of a road in Klamath Falls to provide access to the Marine Barracks, Oregon Project DA-NR-20, please be advised that we will immediately arrange to get hold of the records which the Navy has, do such other work as is required, and advertise the project for the meeting of the Highway Commission on December 19.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:KI
cc Mr. S. H. Probert
Mr. H. G. Smith

(Original of Mr. Lynch's letter of 11-3-44 attached to Mr. Probert's copy of this letter. Copy of Mr. Lynch's letter, with preliminary report and project statement, attached to Mr. Smith's copy of this letter)

1-8303 Baker Rock Prod. Proj., Four 1945
State Hwys.
#2714

Baker

| | | |
|---|---|---|
| 3/4"–1/2" | 5219 | 11742.75 |
| 1/2"–1/4" | 4226.81 | 9510.32 ✓ |
| 1/4"–0 | 2410 | 5422.50 |
| Crd SPSilex | | 200.00 |
| Grade ✓ | | 200.00 |
| SPScreen Rejects | 1909.2 | 477.30 |
| Haul Adj. favor of Cont. | 755.22 | 113.28 |

RECEIVED
APR 9 1946
FOR FILING

1 - 8303

April 8, 1946

United Pacific Insurance Co.,
J.E.McGovern-Carroll Co., Agents
624 Peyton Bldg.
Spokane, Washington

Gentlemen:

You are hereby notified that state highway contract No. 2714 for work on the Baker Rock Production Project on Four Highways, in Baker County, has been completed by the contractor, Rogers Construction Co., and that final payment in the amount of $829.98 will be made on or after April 18, 1946.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $27,666.15, and that no force account work was performed therein. This contract was completed on November 30, 1945, and accepted by the Commission on December 27, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD

4-8-46 gl

RECEIVED
JAN 4 1946
FOR FILING

1-8303

January 3, 1946

United Pacific Insurance Company,
J. E. McGovern-Carroll Co., Agents
624 Peyton Building
Spokane, Washington

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Rogers Construction Company, on contract No. 2714, covering Baker Rock Production Project on Old Oregon Trail, Baker-Unity, Baker-Homestead and Medical Springs Highways, in Baker County. This payment, in the amount of $9,202.92, will be made on or after January 14, 1946. The retained percentage is $829.98.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Oscar Cutler
Acting Secretary

gl

NOTED ON CARD
1-3-46, gl

RECEIVED
DEC 20 1945
FOR FILING

1-8303

December 20, 1945

Rogers Construction Company
Box C 4
Dayton, Washington

Gentlemen:

The State Highway Commission, at its meeting on December 14, 1945, granted you the extension of time requested, from November 30 to December 30, 1945, in connection with contract No. 2214 for the Baker Rock Production Project on 4 highways in Baker County. This extension of time was granted without penalty.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl
cc: Paul Van Scoy,
Division Engineer

NOTED ON CARD

12-20-45 gl

Form E-1—5M—6-44

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 15, 1945

Section Baker Rock Production Project

Highway Oregon Trail, Baker Unity, Baker-Homestead & Medical Springs

Kind of work Furnishing Crushed Materials

Section prefix 1-8303

Contractor Rogers Construction Co.

Contract number 2714

Date of contract January 23, 1945

Date of completion November 30, 1945

Date work started October 30, 1945

Estimated date of completion December 12, 1945

Amount of contract $ 27,107.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 27,382.50

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1,542.95, 5.6 %

Date project was completed December 12, 1945

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All crushing was completed on Wednesday evening. The contractor has spent the remainder of the week tearing down the plant and moving equipment out. The final clean up should be completed next Tuesday.

The engineering party has measured all stockpiles except one reject pile which will be measured next Monday. The semi-final estimate will be sent in next Tuesday.

RECEIVED [illegible] 1945

NOTED RAY WEBBER

NOTED E A PEASE

Signed Resident Engineer

Address P.O. Box 51 Baker, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  |  |  |
| Total estimated quantities |  |  | 11,870 |  |  |
| Estimated quantities moved or placed to date |  |  | 11,870 |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  | 2 |  |  |
| Hours per shift |  |  | 10 |  |  |
| Average force on project for week |  |  | 15 |  |  |

Percentages of men employed on contract to be secured from:

.......... County, ......%; .......... County, ......%; .......... County, ......%; .......... County, ......%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  | 6 |  | 4 | 10 |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  | 4 |  |  | 4 |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  | 1 |  |  | 1 |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels 1, Power graders ......, Rollers ......, Mixers ......, Crushing or screening plants 1

Compressors ......, Bulldozers 1, Sheep-foot rollers ......, . . . . . . ......, . . . . . . ......, . . . . . . ......

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Cold |  |  |
| Monday | Cold-Cloudy |  |  |
| Tuesday | " " |  |  |
| Wednesday | Cold |  |  |
| Thursday | " |  |  |
| Friday | " |  |  |
| Saturday | Cold-Clear |  |  |

RECEIVED

FOR FILING

1-4212

February 16, 1945

Rogers Construction Company
Box C-4
Dayton, Washington

Gentlemen:

We are sending you today by express a fully executed copy of each of the following contracts which were awarded to you on January 23, 1945, by the State Highway Commission:

✓ Contract #2714 covering the Baker Rock Production Project on the Old Oregon Trail, Baker-Unity, Baker-Homestead and Medical Springs Highways in Baker County.

Contract #2715 covering the Oregon City-Molalla-Eagle Creek Rock Production Project on the Cascade and Woodburn-Sandy Secondary Highways in Clackamas County.

Contract #2716 covering the Silverton-Silver Creek Project on the Silver Creek Falls Secondary Highway in Marion County.

These copies are for your records and files.

You will note that on Contract Nos. 2714 and 2715 you have not signed your firm name above the individual names so will you please do this to make the signature complete.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RMB

RECEIVED
JAN 25 1945
FOR FILING

1-4212

January 24, 1945

Rogers Construction Company
Box C-4
Dayton, Washington

Gentlemen:

We are sending you today by express four copies of each of the following contracts which were awarded to you by the State Highway Commission on January 23, 1945:

Contract #2714 covering Baker Rock Production Project on four state highways in Baker County which requires about 11,870 cubic yards of crushed rock or crushed gravel in stock piles.

Contract #2715 covering Oregon City-Molalla-Eagle Creek Rock Production Project on the Cascade and Woodburn-Sandy Secondary Highways in Clackamas County which requires about 19,200 cubic yards of crushed rock or crushed gravel in stock piles.

Contract #2716 covering Silverton-Silver Creek Rock Production Project on the Silver Creek Falls Secondary Highway in Marion County which requires about 9,950 cubic yards of crushed rock in stock piles.

Kindly execute all twelve copies of these contracts as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files, of each of the contracts. We will also send an executed copy of each to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, etc.

Very truly yours

OREGON STATE HIGHWAY COMMISSION
By
Secretary

RMR

RECEIVED
JAN 24 1945
FOR FILING

1-4212

January 24, 1945

Rogers Construction Co.,
Dayton,
Washington.

Gentlemen:

The State Highway Commission, on January 23, 1945, awarded you contracts as follows:

Baker Rock Production Project on 4 state highways in Baker County;

Oregon City-Molalla-Eagle Creek Rock Production Project on the Cascade and Woodburn-Sandy Sec. Hwys in Clackamas County;

Silverton-Silver Creek Rock Production Project on the Silver Creek Falls Secondary Hwy in Marion County.

These awards were based on your low bids of $27,107.50, $40,889.00 and $22,327.50 respectively, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jse

cc: S.H.Probert
G.S.Paxson

103-8302 Oregon City-Molalla-Eagle Cr. 1945
Rock Prod., Cascade & Woodburn-
#2715 Sandy Secon. Hwy.

RECEIVED
OCT 26 1946
FOR FILING

[illegible] 3-8322

2775
Indexed
Alphabetically

Holman, Rufus

October 24, 1946

[illegible]
Atty
Inv
[illegible]

Mr. Rufus C. Holman
2116 S. W. Montgomery Drive
Portland 1, Oregon

Dear Mr. Holman:

With reference to your letter of October 1, in which you state that your former farm foreman, I. N. Gainer, observed the gravel being removed from a point in the river above the State Highway Department property, will refer you to the attached map.

1. Orange arrows indicate center of main channel in 1945 and blue arrows indicate center of main channel in 1946.

2. Area shaded in green indicates where erosion occurred during the winter of 1945-46, which erosion, in my opinion, was caused by the new channel now heading the north bank of the river at an angle, point B. An eddy has been created at this point, which is further evidence that erosion would occur.

3. Point A indicates the point closest to your property that gravel was taken from. You will note this nearest point is 80 feet from your property line.

4. Point D indicates where gravel was taken from the northerly side of the river, and it is apparently at this point that Mr. Gainer observed the gravel being removed and did not realize that this material was entirely off of your property. Mr. Gainer did state that he saw gravel being removed from the northerly side of the river, but I believe he made an honest error in not knowing where the property line was.

It is my firm opinion, based upon evidence on the ground, that the state highway operations were in no measure the cause of the erosion of your bank and I will so recommend to the State Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. J. M. Devers

FORM E-20 25M 3-46

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 18, 1946

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is in reply to your letter of October 7th, having reference to the complaint of Rufus Holman that operations in a State gravel pit caused erosion to his property.

I am attaching a print of a map prepared in July of this year by Mr. Peterson, and on this print I have indicated as follows:

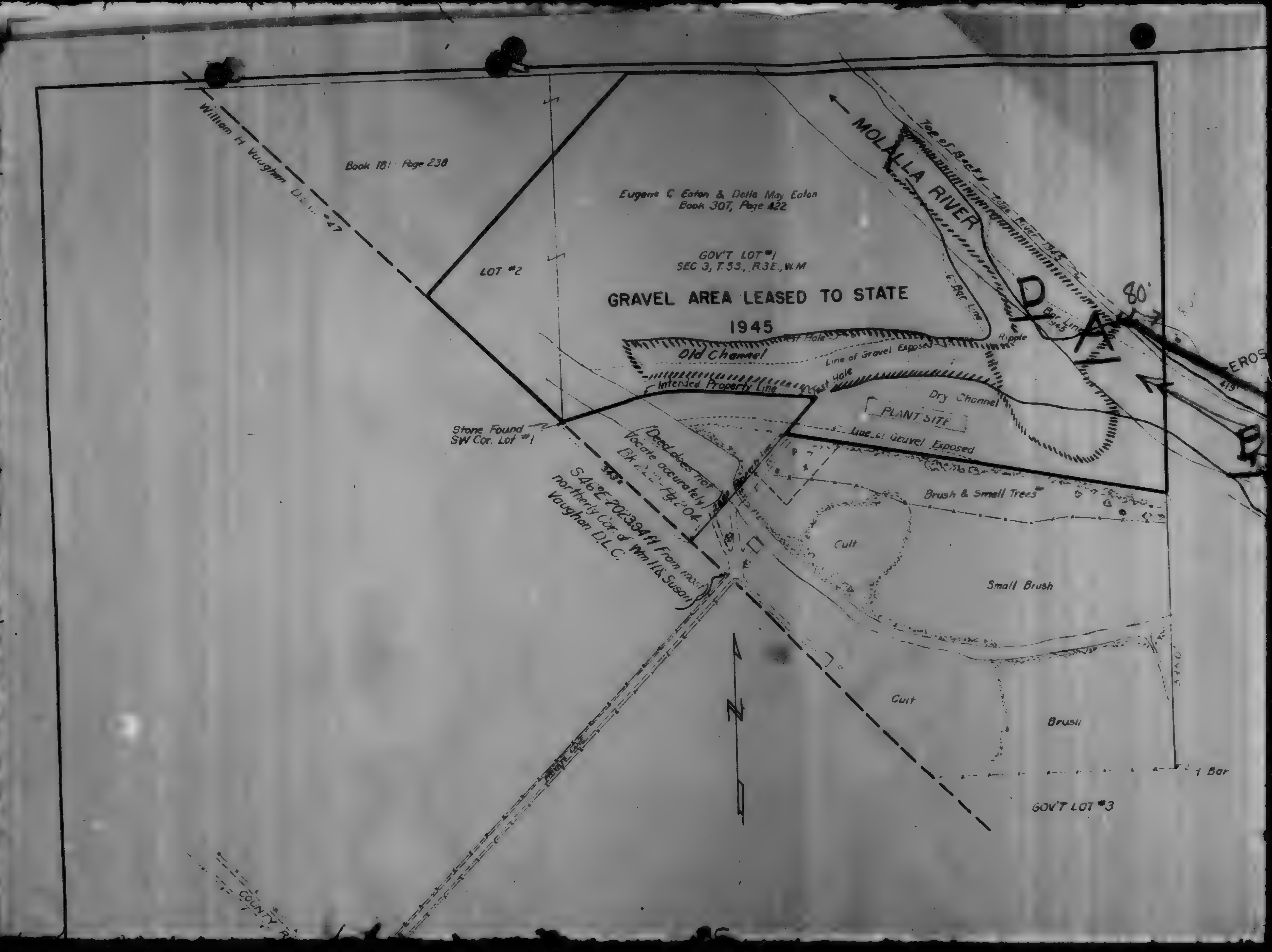
1. Orange arrows indicate center of main channel in 1945 and blue arrows indicate center of main channel in 1946.
2. Area shaded in green indicates where erosion occured during the winter of 1945-46, which erosion, in my opinion, was caused by the new channel now heading the north bank of the river at an angle, point B. An eddy has been created at this point, which is further evidence that erosion would occur.
3. Point C is the approximate point where the channel diverted during the winter of 1945-46.
4. Point A indicates the point closest to Mr. Holman's property that gravel was taken from. You will note this nearest point is 80 feet from Holman's property line.
5. Point D indicates where gravel was taken from the northerly side of the river, and it is apparently at this point that Mr. Holman's foreman, I. M. Gainer, observed the gravel being removed, and did not realize that this material was entirely off of Holman's property. Mr. Gainer did state that he saw gravel being removed from the northerly side of the river, but I believe he made an honest error in not knowing where the property line was.

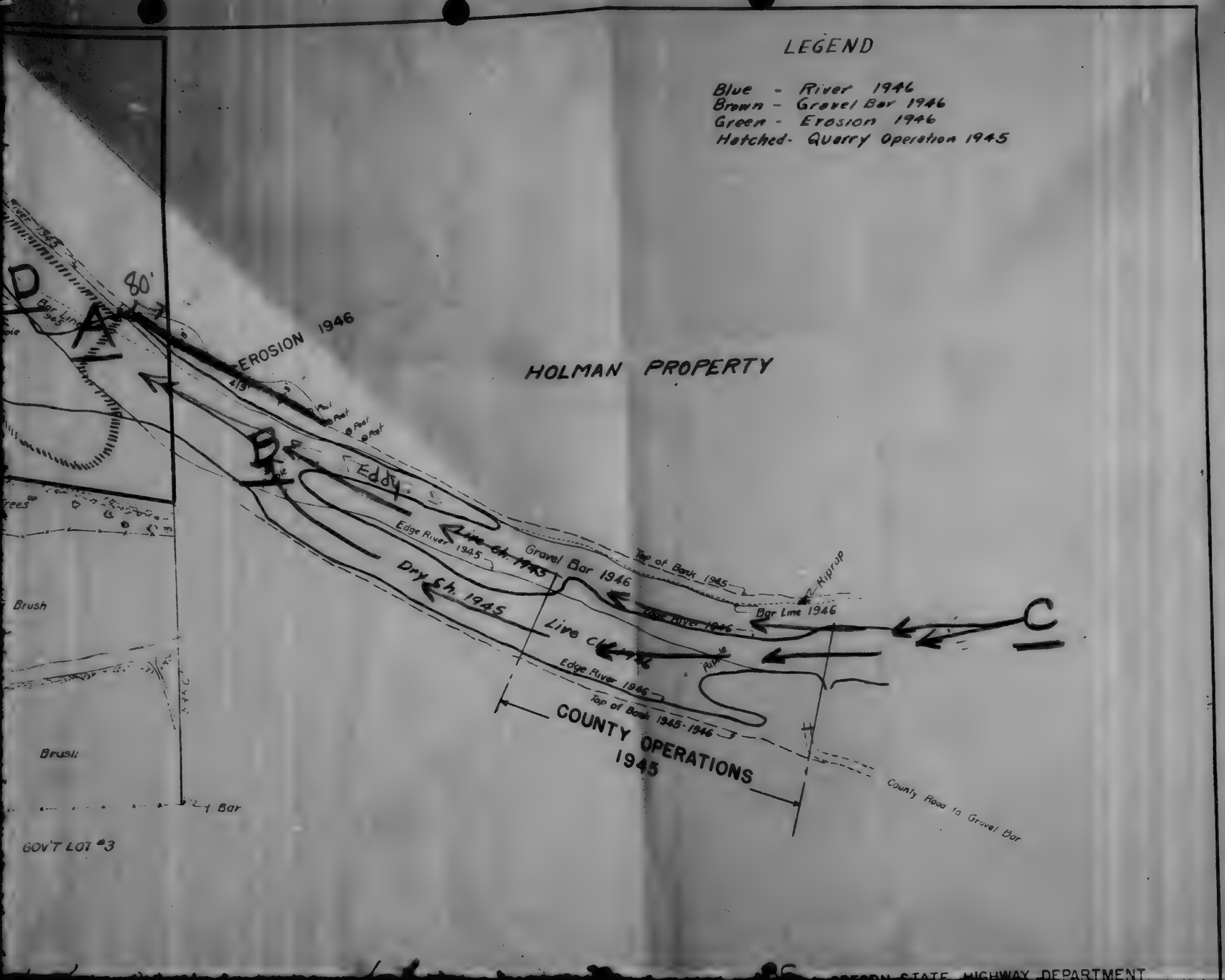
In summing up, it is clearly evident that the erosion was caused by change of the river channel, which is some 1800 feet upstream from the State's operations, and can by no stretch of imagination be considered caused by the State's operations. It is very likely that this change of channel was caused by Clackamas County operations, who removed several thousand yards of gravel at the same time the State was operating. You will note the county operations were in the near vicinity of the channel diversion. The area from which the State removed gravel has been closely measured by Resident Engineer, Peterson, and is the area indicated by hatching on the sketch. This is also confirmed by Mr. F. T. Young and Mr. W. M. Strohmeyer, both of whom were at the site many times during the gravel pit operation.

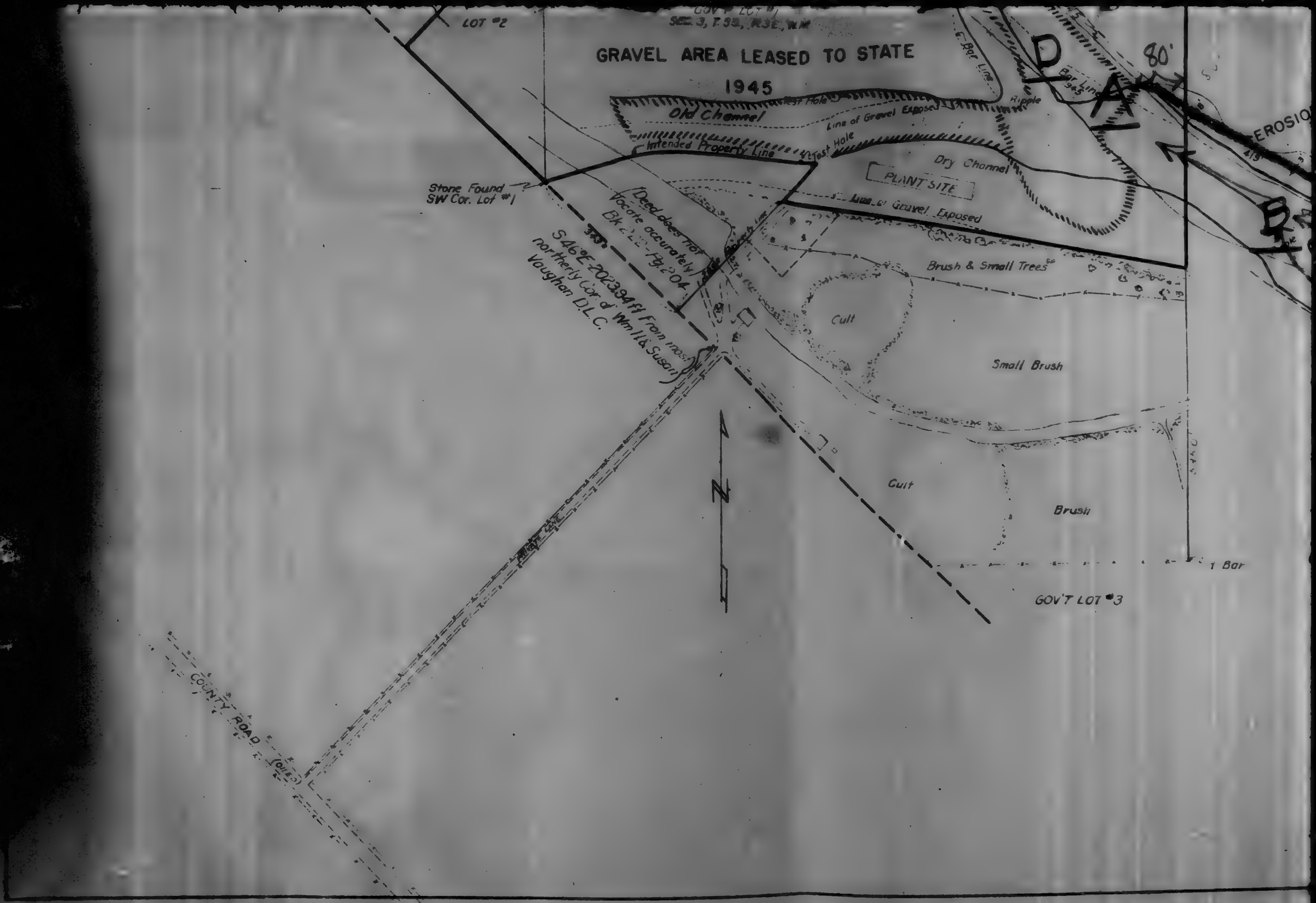
Yours very truly,

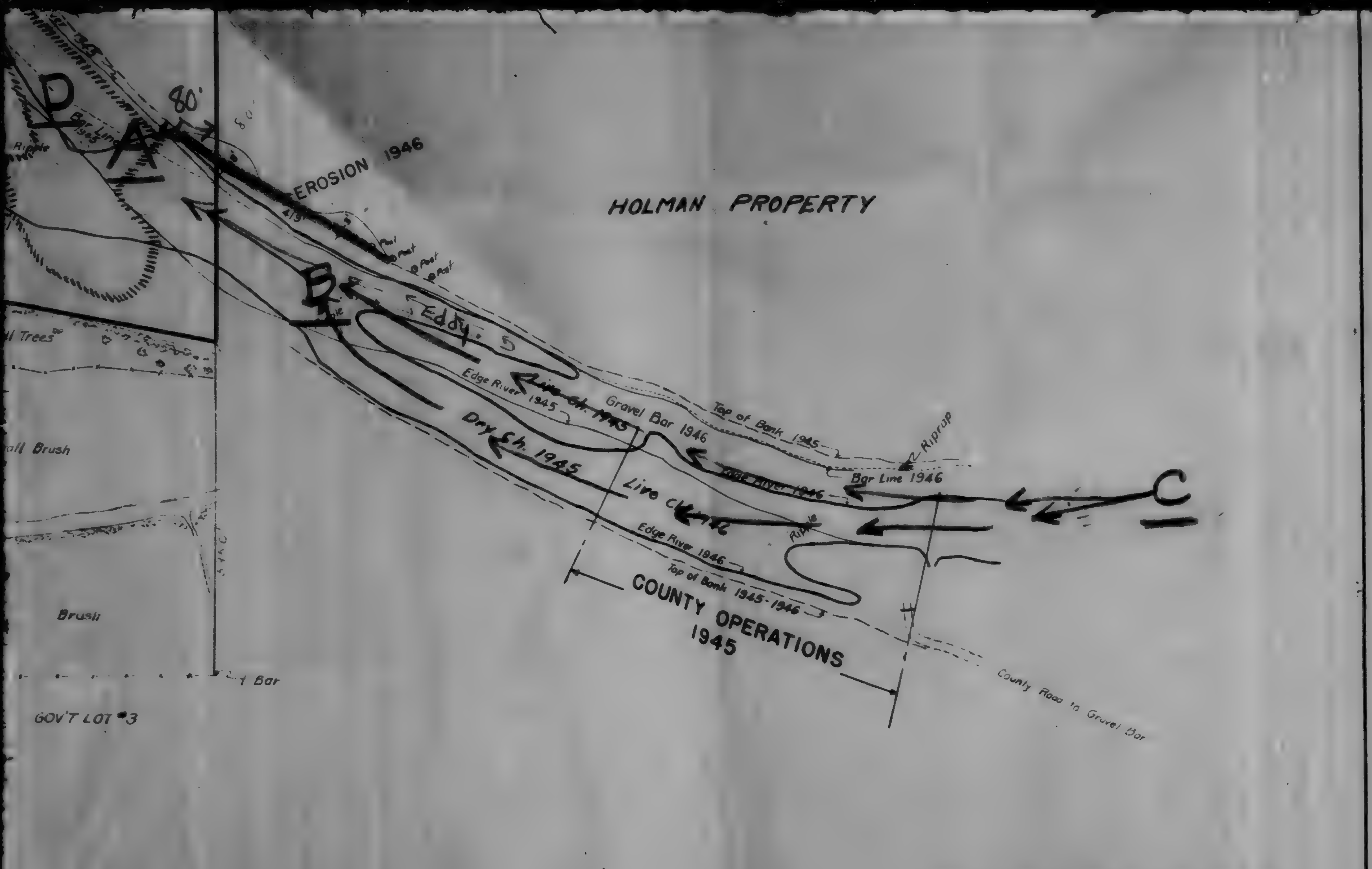
W. C. WILLIAMS
Division Engineer

WCW:w
Encl.


GRAVEL AREA LEASED TO STATE
1945
GOV'T LOT #1
SEC 3, T.5S., R.3E., W.M
Eugene C Eaton & Della May Eaton
Book 307, Page 422
Book 181 Page 238
LOT #2
William H Vaughan D.L.C. #47
MOLALLA RIVER
Toe of Bank
Edge River 1945
Bar Line
Bar Line 1945
Ripple
Old Channel
Test Hole
Line of Gravel Exposed
Intended Property Line
Dry Channel
PLANT SITE
Line of Gravel Exposed
Stone Found
SW Cor. Lot #1
Deed does not
Vacate accurately
Bk [illegible] Pg 204
343
S 46° E 2023.94 ft From most
northerly Cor. of Wm H & Susan
Vaughan D.L.C.
Brush & Small Trees
Cult
Small Brush
Cult
Brush
1 Bar
GOV'T LOT #3
COUNTY R
N
D
A
80'
EROS
B


LEGEND
Blue - River 1946
Brown - Gravel Bar 1946
Green - Erosion 1946
Hatched - Quarry Operation 1945
HOLMAN PROPERTY
EROSION 1946
80'
D
A
B
C
Bar Line 1945
River 1945
Post
Eddy
Edge River 1945
Live Ch. 1945
Gravel Bar 1946
Top of Bank 1945
Riprap
Bar Line 1946
Edge River 1946
Dry Ch. 1945
Live Ch. 1946
Riffle
Edge River 1946
Top of Bank 1945-1946
COUNTY OPERATIONS 1945
County Road to Gravel Bar
Trees
Brush
Brush
Bar
GOV'T LOT #3
OREGON STATE HIGHWAY DEPARTMENT

GOV'T LOT #1
SEC. 3, T. 5S, R. 3E, W.M.
GRAVEL AREA LEASED TO STATE
1945
LOT #2
Old Channel
Test Hole
Line of Gravel Exposed
Intended Property Line
Test Hole
Dry Channel
PLANT SITE
Line of Gravel Exposed
Bar Line
Bar Line 1945
Ripple
D
A
B
80'
EROSIO
Stone Found SW Cor. Lot #1
Deed does not Vacate accurately Bk 222 Pg. 204
343'
S 46°E 2023.94 ft From most northerly Cor. of Wm I & Susan Vaughan D.L.C.
Brush & Small Trees
Cult
Small Brush
Cult
Brush
1 Bar
GOV'T LOT #3
N
COUNTY ROAD (oiled)



OREGON STATE HIGHWAY DEPARTMENT

**SKETCH MAP OF MOLALLA RIVER**
**EAST OF EATON GRAVEL BAR**

Scale: 1" = 200'
July, 1946

RECEIVED
OCT 8 1946
FOR FILING

103-8302

#2115

Holman, Rufus

Salem, Oregon
October 7, 1946

Mr. W. C. Williams
Division Engineer
State Highway Department
Box 4644, Sellwood Station
Portland 2, Oregon

Dear Sir:

Herewith copy of a communication from Rufus Holman.

We inspected that place with Mr. Holman the other day in a driving rain and walked half a mile through the mud and it was evident to me that he had no claim, and I so told him. Now comes this claim which I think is entirely in error. Please consult with the Resident Engineer and the man Mr. Holman mentions, and report to me.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Encl.

246 S.W. Montgomery Drive,
Portland (1) Oregon.

**United States Senate**
WASHINGTON, D. C.

October 1. 1946.

Mr. R. H. Baldock
and
Mr. J. M. Devers
% State Highway Department
Salem, Oregon.

My dear Mr. Baldock and Mr. Devers:

After my return to Portland yesterday, my former farm-foreman, I. M. Gainer, had occasion to converse with me. I then told him of your conclusion relative to the cause of the erosion at my farm.

He stated that while the crusher was placed down stream and on the opposite side of the river where now a pile of gravel is, a bucket on a long drag-line was carried up-stream opposite, or adjacent, to my bank and that it scooped the gravel from a small channel on my side of the river. He said before the dredging operations began there was a gravel-bar in the middle of the Molalla river with the main stream on the far side of it, opposite to where the damage to my land has occurred: that by dredging

RECEIVED
SEP 27 1946
FOR FILING

103-8302

Salem, Oregon
September 25, 1946

Rufus Holman Mr. J. M. Devers

Mr. G. S. Paxson

Pursuant to arrangements made today, we will visit ex-Senator Holman at his farm, arriving there at 9:15 a.m., Friday, October 4, to discuss his complaint about erosion of his lands by the Molalla River.

R. H. Baldock

RHB:hi

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SEP 4 1946
FOR FILING

103-8302

Salem, Oregon
August 30, 1946

Rufus Holman property
near Meadowbrook

Mr. J. M. Devers

Herewith report on the erosion of the Rufus Holman property near Meadowbrook by Mr. Paxson, pursuant to an inspection that he made with Mr. McKenzie of the office of the U. S. Engineers.

I promised Mr. Holman that I would look at it personally, and sometime after the next Commission meeting, September 24, if you can find the time and will advise me, I will make an appointment to go. He also stated that you had promised to go on the inspection and I would appreciate your doing so, if possible. We will also take Mr. Paxson.

R. H. Baldock

RHB:HI
cc Mr. C. S. Paxson

CARTER GLASS, VA., CHAIRMAN
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JOSEPH C. O'MAHONEY, WYO.
HARRY S. [redacted], MO.
THEODORE [redacted] GREEN, R. I.
FRANCIS MALONEY, CONN.
DENNIS CHAVEZ, N. MEX.
JAMES M. MEAD, N. Y.
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CHAN GURNEY, S. DAK.
C. WAYLAND BROOKS, ILL.
CLYDE M. REED, KANS.
~~HAROLD H. BURTON, OHIO~~

EVERARD H. SMITH, CLERK
JOHN W. R. SMITH, ASST. CLERK

2116 S.W. Montgomery Drive
Portland, 1, Oregon

United States Senate
COMMITTEE ON APPROPRIATIONS

103-8302

RECEIVED
OCT 7 1946
FOR FILING

August 10, 1946

NOTED
State Highway Engineer

Mr. R. H. Baldock
Salem, Oregon.

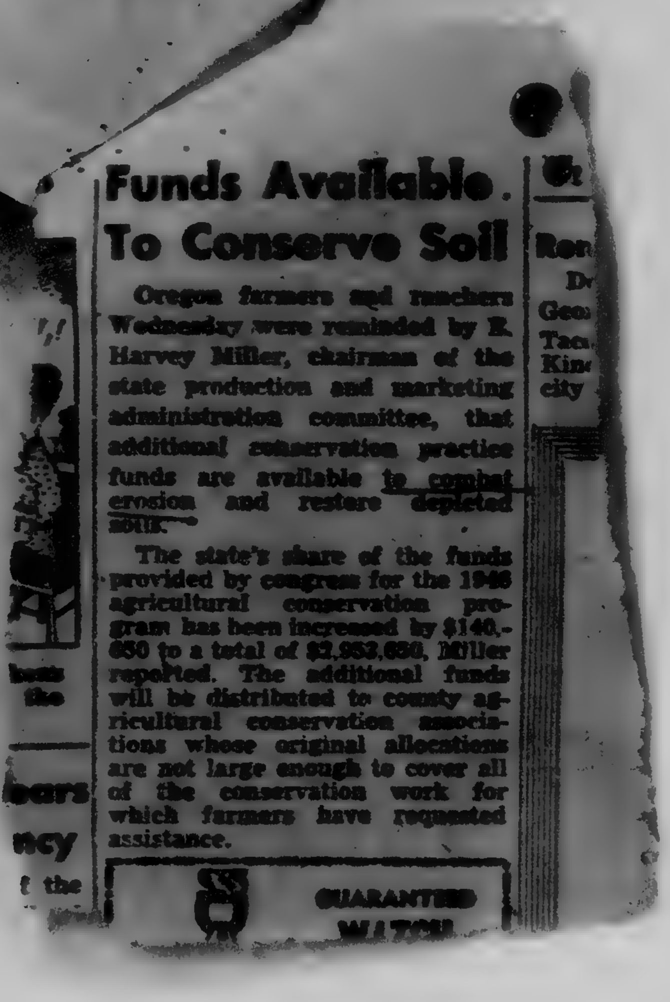
My dear Mr. Baldock:

I thank you for your recent letter advising me that you personally would examine the erosion situation along the Molalla river at my farm and of which I have complained, about the middle of August. I hope Mr. Devers will accompany you.

I have had some correspondence and conversation with the District office of the United States Army Engineers about protective work along tributary streams in connection with similar federal activities along such main rivers as the Columbia and the Willamette. Mr. Sam. C. Guess, an engineer in the local U.S.A. Engineers, Office, Pittock Bldg. Portland, Oregon would like to be present when you visit my farm. Will you please advise him of the day and hour, as well as myself, when you plan to be there?

Regards.
Rufus C. Holman

RECEIVED
AUG 12 1946
OREGON
STATE HIGHWAY COMMISSION



## Funds Available To Conserve Soil

Oregon farmers and ranchers Wednesday were reminded by E. Harvey Miller, chairman of the state production and marketing administration committee, that additional conservation practice funds are available to combat erosion and restore depleted soils.

The state's share of the funds provided by congress for the 1948 agricultural conservation program has been increased by $140,650 to a total of $2,953,650, Miller reported. The additional funds will be distributed to county agricultural conservation associations whose original allocations are not large enough to cover all of the conservation work for which farmers have requested assistance.

GUARANTEED

RECEIVED

FOR FILING

103862

July 19, 1946

Mr. Rufus C. Holman
2116 S. W. Montgomery Drive
Portland 1, Oregon

Dear Mr. Holman:

This is in further reference to the matter of bank erosion on the Molalla River.

I find that it will not be possible to have the information necessary for a complete examination of the cause of the erosion on your property lying north of the Molalla River until about the middle of August. I am sorry that this delay has occurred, but assure you that as soon as I can have the necessary information, I will personally inspect the premises.

Best personal regards.

Very truly yours,

R. H. Baldock
State Highway Engineer

aa

FORM E-30 8SM 3-44

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 16th, 1946

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

I am attaching map of a section of the Molalla River in the vicinity of the Rufus Holman property, showing the conditions in 1945 and 1946, before and after the removal of gravel from the river, both by the State and by Clackamas County. Letter from Mr. Young is also attached.

Considerable study has been given this by Mr. Libby. While it is impossible to predict the cause of meanderings of any stream except by actual large scale models such as is being done by the Mississippi River Commission, it would seem that the pool caused by the County's operations had caused the river to move to the south bank, which in turn threw it against the north bank at the Holman property. However, the Molalla River is a stream which apparently does considerable meandering due to the large amount of gravel which it contains; and therefore, similar meanderings probably take place along the entire stream.

The position of the 1946 bars would not indicate that any further erosion would take place on the Holman property.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc. 2

FORM E-20 25M 2-46

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13th, 1946

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Herewith please find prints of sketch map of section of Molalla River adjacent to the Eaton gravel bar.

The above map and Mr. Young's report have been studied with the conclusion that since the State's operation was below the point of erosion, that such erosion was not caused by the operation of the State and that no gravel was excavated from the Holman property by the State.

Therefore, all claims to damage to the Holman property by the State should be denied.

Very truly yours,

H W Libby

H. W. Libby
Chief Locating Engineer

HWL:AR

FORM E-30 30M 12-45

# OREGON STATE HIGHWAY COMMISSION

## INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 6, 1946

SUBJECT:

To:
Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

RECEIVED
JUL [illegible] 1946
OFFICE OF
CONSTRUCTION ENGINEER

Dear Sir:

Attached is a vicinity map drawn by Carl Peterson, on which he has indicated certain pertinent features relating to gravel removed from the Molalla River by Rogers Construction Company under their 1944 State Contract No. 2715.

With Mr. Holman's claim in mind, ~~the~~ that gravel had been removed from his property, and due therefrom the course of the Molalla River had been altered, Williams, Peterson, and I made a detailed inspection last week of the situation and report the following.

1. No gravel was removed by Rogers Construction Company from the Holman property, the operation being confined entirely to the area leased from Mr. Eaton.

2. At the time gravel was being removed from the Eaton property the river channel was along the northerly bank, as indicated on the map. Due to some undetermined reason, but definitely not due to Rogers' operations, the channel shifted last winter to the south bank, and now hits the Holman property at an angle that caused some bank erosion. Clackamas County removed several thousand cubic yards of gravel in 1945 from the area indicated on the map, and which is immediately above the eroded area. This operation may have been a contributing factor for the channel change, or the change may have occurred as many such changes do each year along the Molalla River.

3. The erosion on the Holman property amounts to 8 feet at the west end, tapering to nothing 419 feet up stream.

4. As long as the channel remains at it is, additional erosion may be expected during high water.

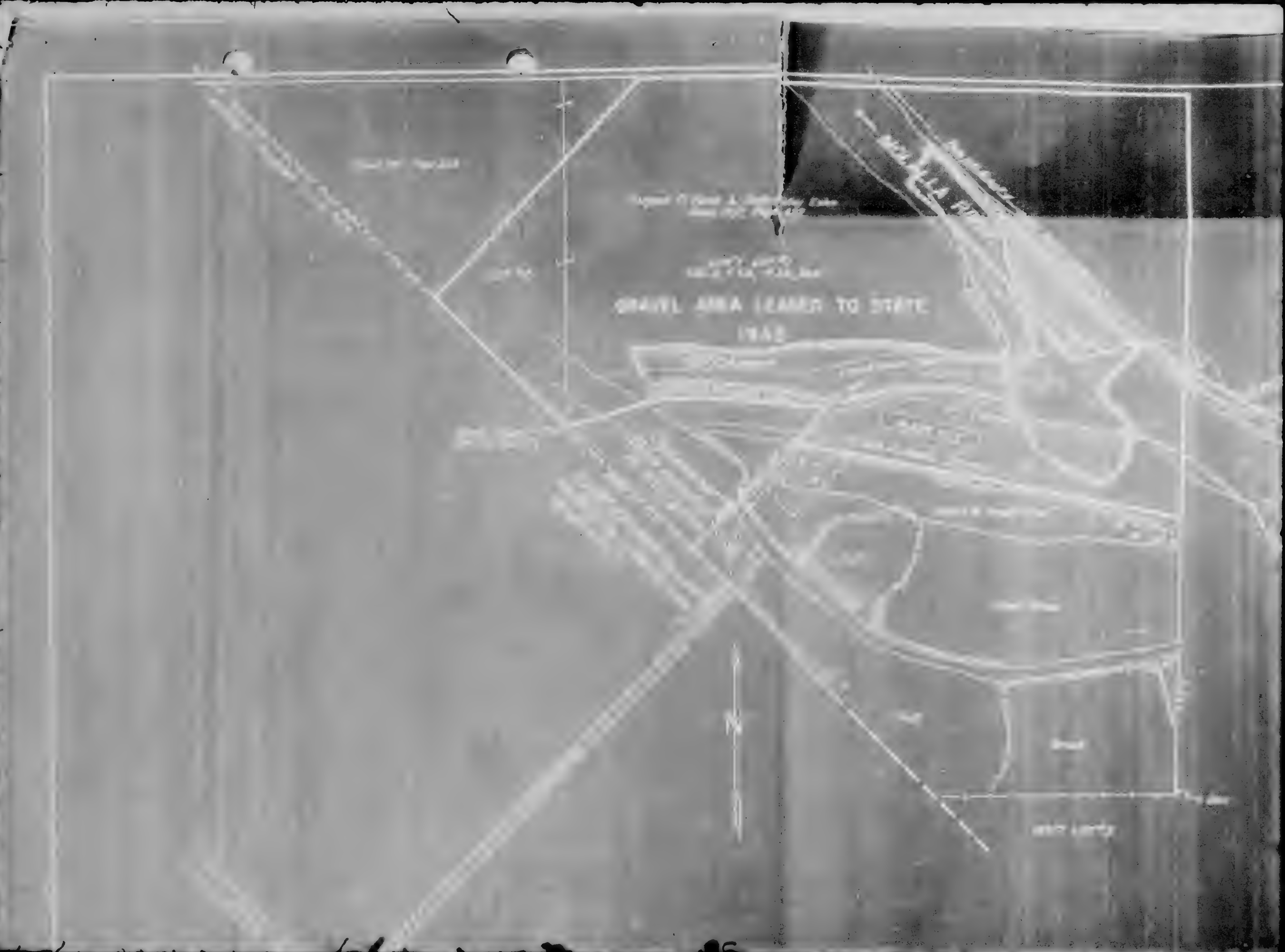
It was the concensus of opinion of Messers Williams, Peterson and myself that Rogers' operation had nothing to do with the channel shift, and I recommend that Mr. Holman's allegation, both as to removal of gravel from his property, and the cause of the erosion, be denied.

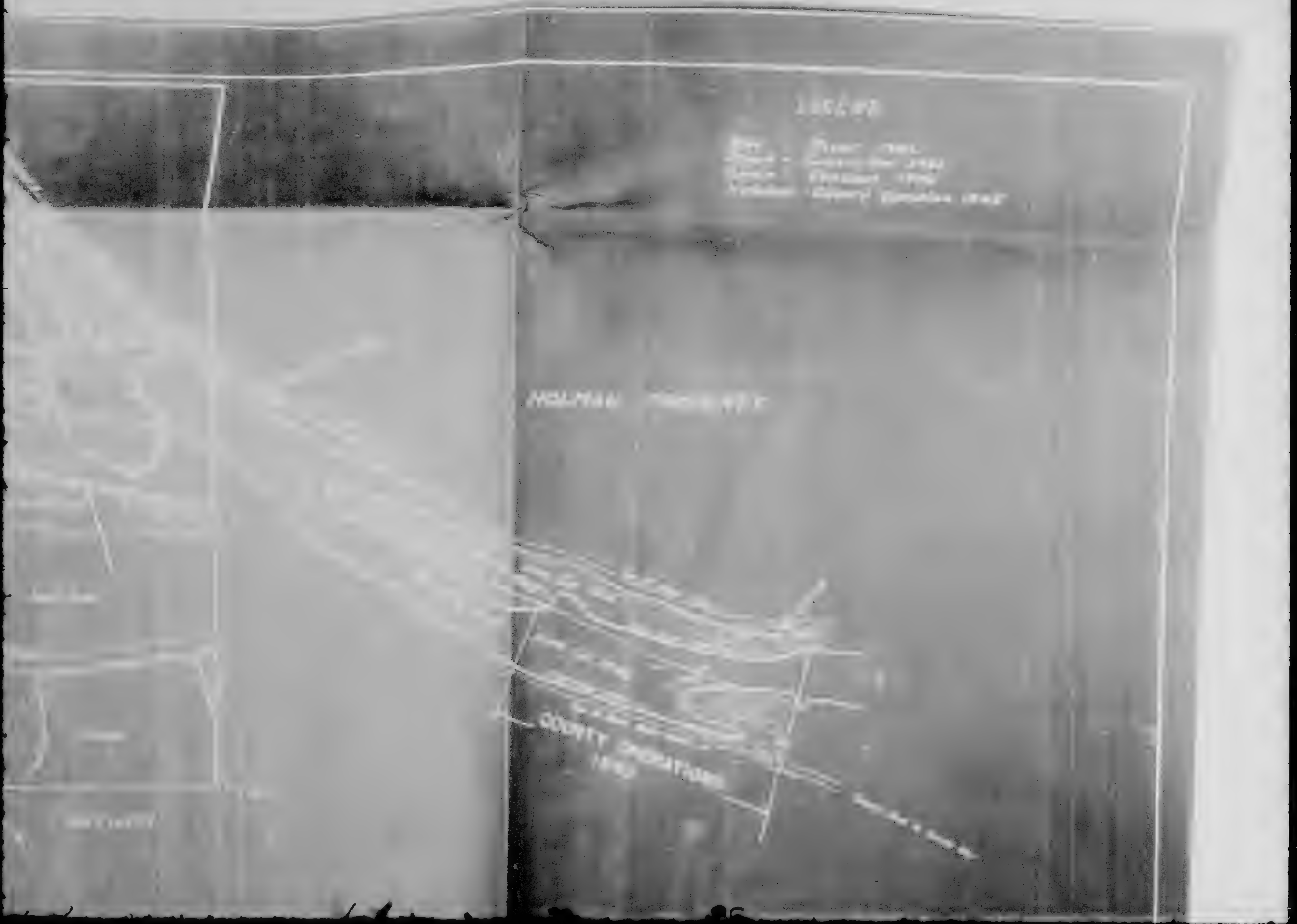
Yours very truly,

F. T. Young

F. T. YOUNG
Ass't. Division Engineer

GRAVEL AREA LEASED TO [illegible]
1942


GRAVEL AREA LEASED TO STATE
1943
N


LEGEND
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HOLMAN PROPERTY
COUNTY OPERATIONS
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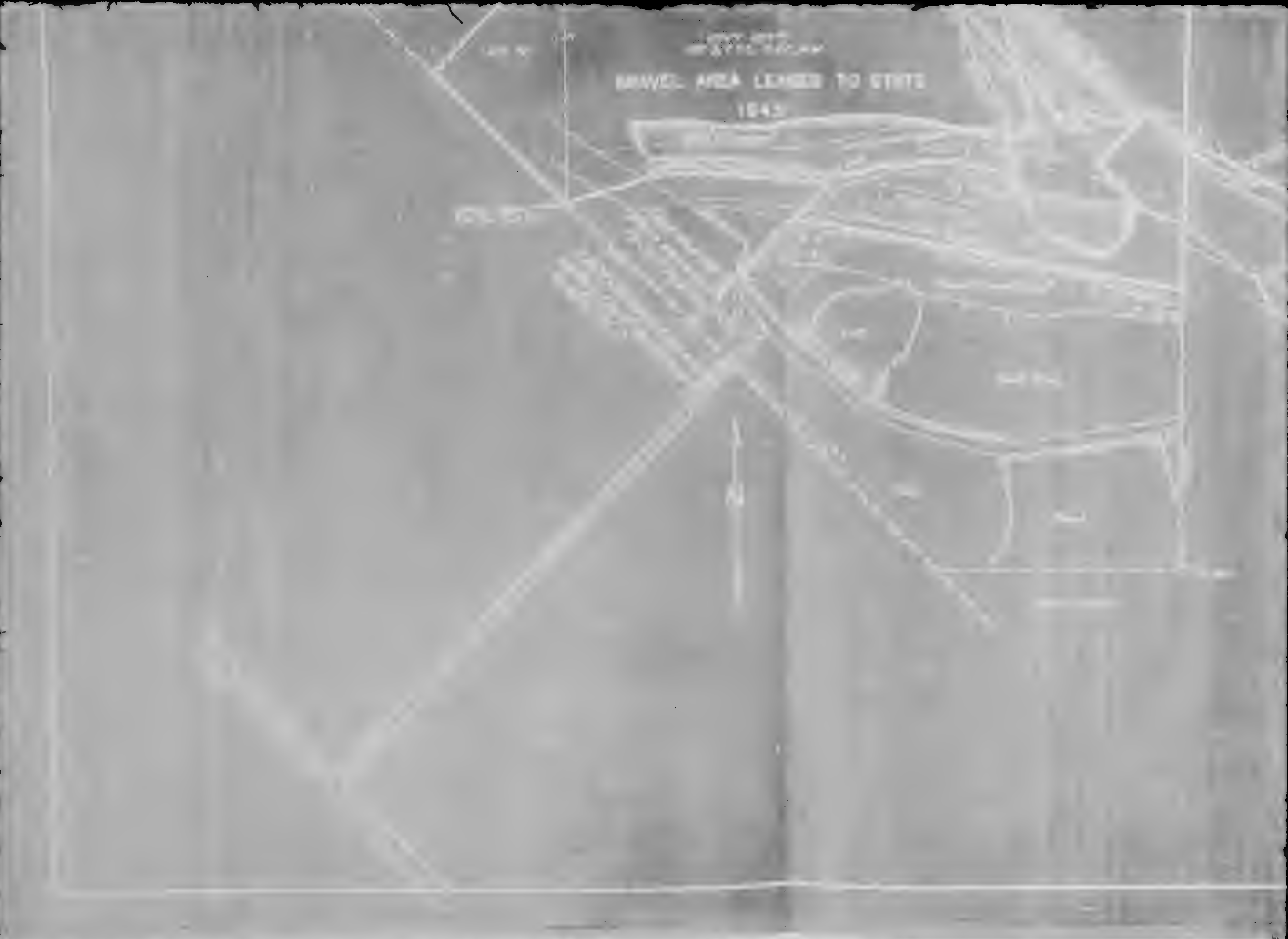
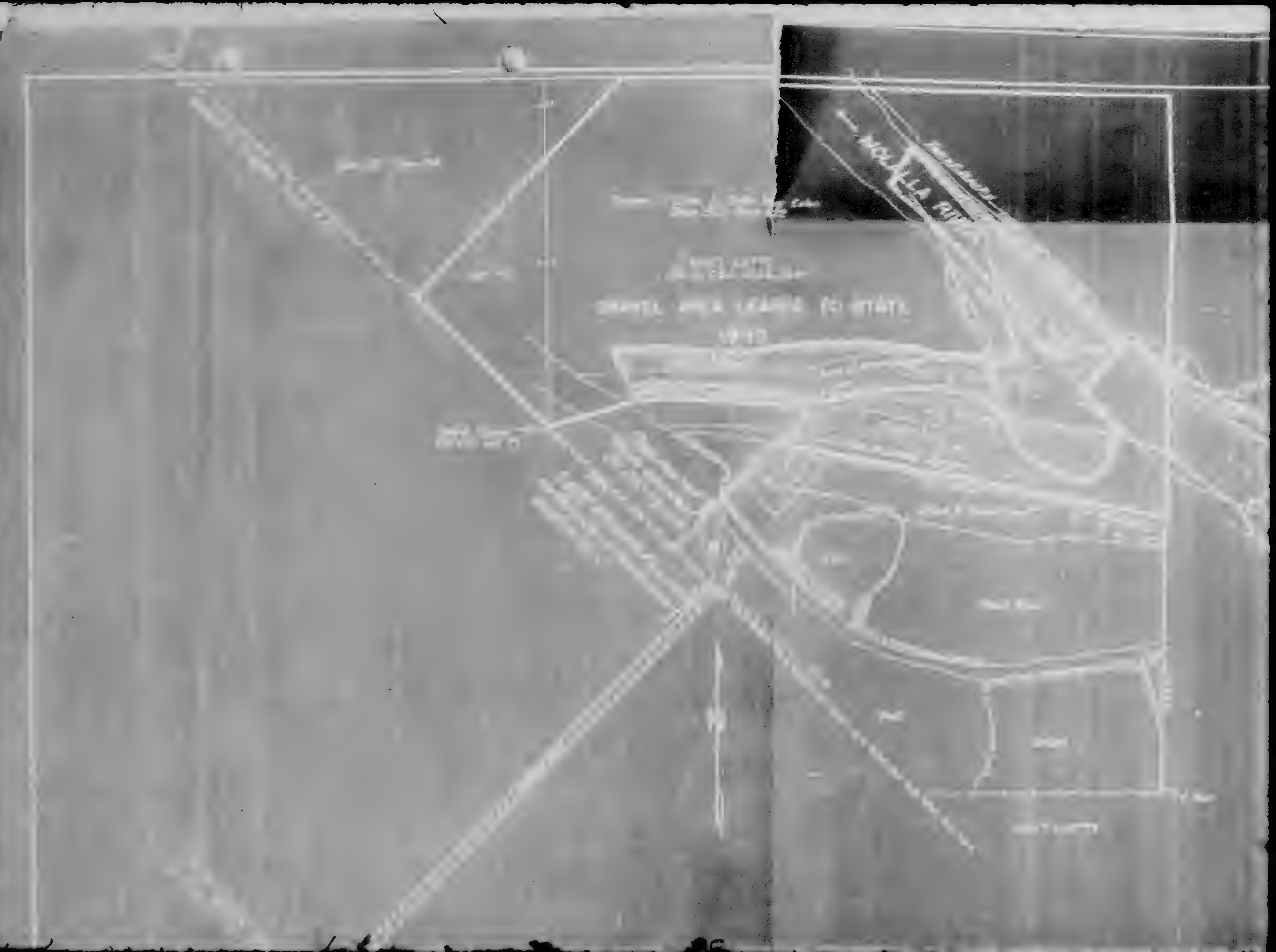
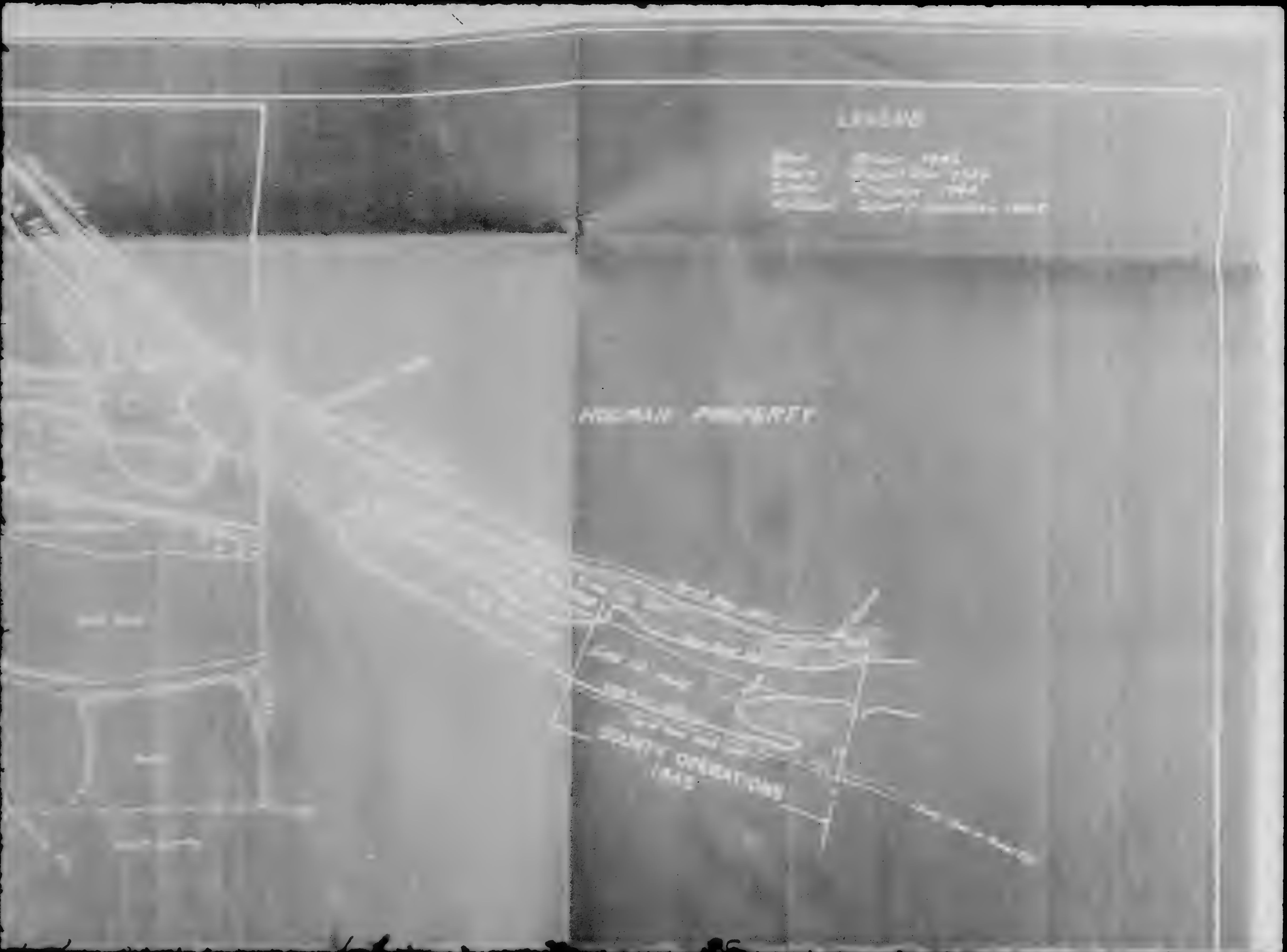
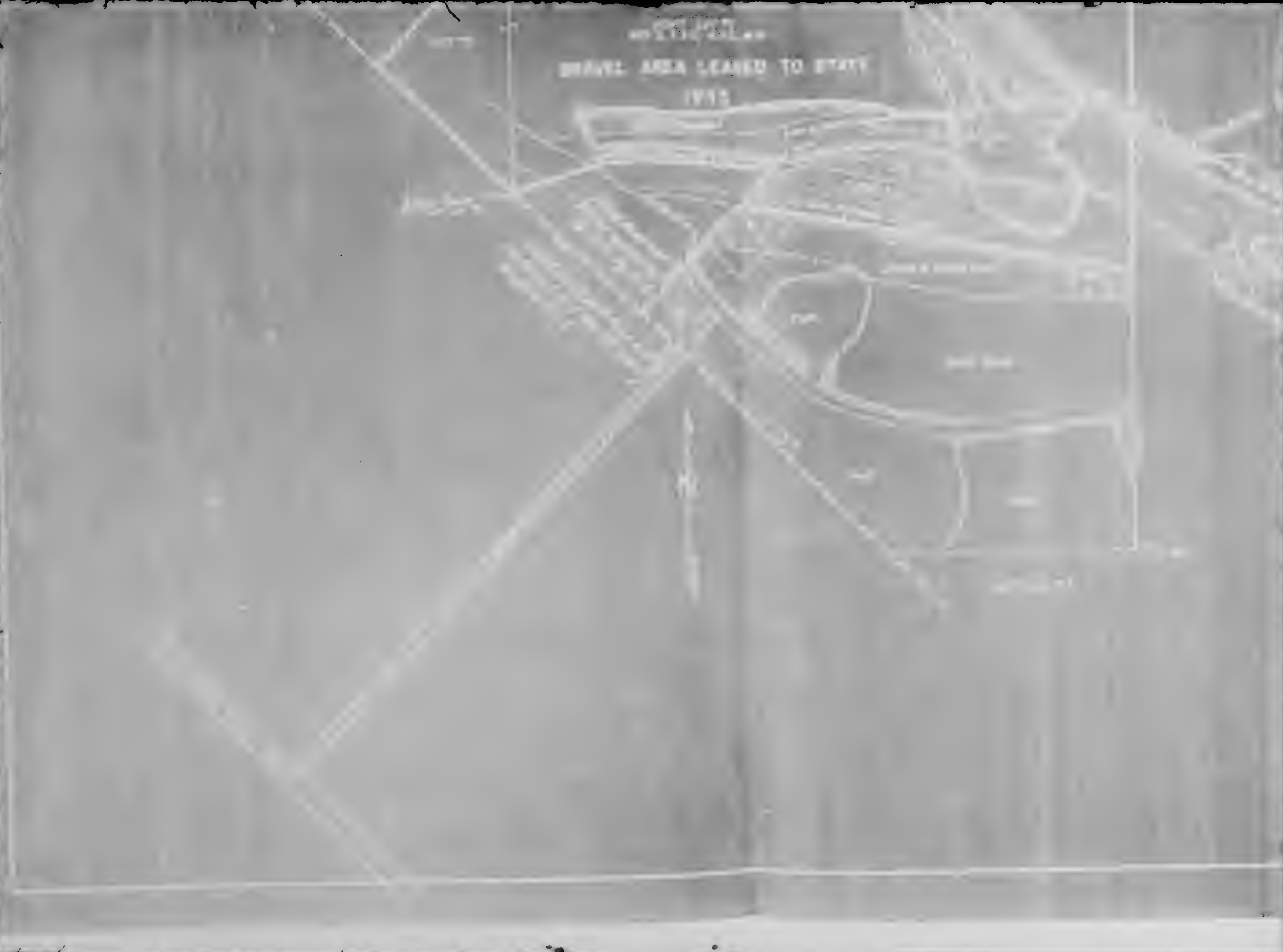

GRAVEL AREA LEASED TO STATE
1945

OREGON STATE HIGHWAY DEPARTMENT
SKETCH MAP OF MOLALLA RIVER
EAST OF EATON GRAVEL BAR
Scale 1" = [illegible] July, 1948



GRAVEL AREA LEASED TO STATE
MOL LLA RI


LEGEND
PROPERTY
COUNTY OPERATIONS


GRAVEL AREA LEASED TO STATE
1915

OREGON STATE HIGHWAY DEPARTMENT
SKETCH MAP OF MOLALLA RIVER
EAST OF EATON GRAVEL BAR
Scale 1" = 200'    July, 1949

RECEIVED
[illegible] 1[illegible] 1946
FOR FILING

103-8302

Holman, Rufus C

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 12, 1946

SUBJECT:

Cross Referenced To
Adm.
Ins
Prop. Damage

To: Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Indexed Alphabetically
Holman

Dear Sir:

I have a copy of your letter addressed to Mr. Rufus C. Holman under date of July 9th, having reference to alleged damage to his property on the Molalla River. In a foot note on my copy of the letter you asked when you will get the map.

This map, together with a report and denial of damages, was submitted to Mr. Smith under date of July 6th.

Yours very truly,

W. C. WILLIAMS
Division Engineer

NOTED
State Highway Engineer

WCW:w

6 1946 D
FOR FILING

103-8302

July 9, 1946

Cross Referenced To
Adm
Insurance
Property Damage

Mr. Rufus C. Holman
2116 S. W. Montgomery Drive
Portland 1, Oregon

My dear Senator:

In response to your communication of July 8, advise that the survey has been made and the map is now being drawn showing the status of the situation on the Molalla, which I think will be complete in character. As soon as the report has been received, I promise you that I will make a personal inspection with the map in hand, after which I will report to Mr. Devers my findings and recommendations.

With kindest personal regards, I remain

Very truly yours,

R. H. Baldock
State Highway Engineer

[redacted]
cc Mr. J. M. Devers
Mr. W. C. Williams

Mr. Williams:

When am I going to get this?

116 S.W. Montgomery Drive"
Portland, 1, Oregon.

**United States Senate**
WASHINGTON, D. C.

July 8. 1946.

My dear Mr. Baldock:

It will oblige me very much if you, yourself, will examine the situation at my farm on the Molalla river about which we have had some correspondence and which has developed subsequent to some unauthorized dredging in my part of the bed of the Molalla river. You will observe, then, that large trees and a long established growth of shrubs and trees have been inundated and washed away since the dredging by the Rogers Construction last year, or season.

My farm foreman, Mr. I. M. Gainer, has reported to me that about a week ago some men went to the river from the opposite side from my land but did not view the situation from and on my land.

If the employees of the Highway Commission will view and report on this situation honestly and fairly, I am convinced it will save me the expense [illegible]ying my own surveyors, engineers and lawyers, which in the end may put the Highway Commission to avoidable expense.

Will you kindly pass this letter on to Mr. Devers and thereby save me the laborious task of addressing him by hand in a similar letter, because I want him also to view, personally, the situation of which I complain and which if not corrected when the river is low this summer may result not only in great damage, but in the irrecoverable loss for all time of valuable and fertile, productive and tillable land now in crop.

With kindest personal regards, I am,

Sincerely,

Rufus C. Holman

(Reply to letter of July 5, 1946)

RECEIVED
JUL 8 1946
FOR FILING

103-8302

July 5, 1946

Mr. Rufus C. Holman
2116 S. W. Montgomery Drive
Portland 1, Oregon

Dear Mr. Holman:

On June 18 I wrote to Mr. Williams, Division Engineer at Portland, in reference to the letter of your attorney, Mr. Russell E. Sewall, regarding your claim against the Rogers Construction Company for changing the current in the Molalla River.

I called Mr. Williams by phone on July 3 and he said that, in order to show the correct situation, they had made a map and a report which would be transmitted to this office next week. Incident to the conversation, Mr. Young, Assistant Division Engineer, who had charge of the survey, stated that a careful examination, in his opinion, disclosed that the gravel removed by the Rogers Construction Company had nothing to do with changing the current of the stream. Be that as it may, I will turn over the information to Mr. Devers who will contact you.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl

W. Montgomery Drive
Portland (1) Oregon
Telephone, Beacon 9077.

United States Senate
WASHINGTON, D.C.

June 29. 1946.

My dear Mr. Baldock:

I have before me the exchange of letters between my attorney, Mr. Russell E. Sewall and yourself representing the State Highway Commission. Had I known this matter was to come before the State Highway Commission I would have presented the subject myself directly; but originally I was under the impression that I had to do with the Rogers Construction Co. a concern, or person, unknown to me.

Earlier to-day I addressed a letter to Mr. J. M. Devers presenting to him, whom you requested to examine into the facts and to report his findings, my side of the story.

Because the peril now existing to my remaining land, which is the direct result of the unauthorized dredging in my part of the Molalla river, I hope you will expedite a decision on my plea for protection of my property. This is all very important to me at this time.

With kindest personal regards, I am, Sincerely, Rufus C. Holman

[illegible]VED
JUN 19 1946
FOR FILING

Adm
Insurance
Property Damage

Holman

June 18, 1946

Mr. Russell E. Sewall
Attorney at Law
Suite 1125-1129 Yeon Building
Portland 4, Oregon

Dear Sir:

In response to your communication of June 15, regarding the complaint of your client, Rufus G. Holman, with relation to the removing of gravel from the Molalla River, advise that I have requested the field engineers to make a full report on the situation after which I will refer the matter to the Commission's Chief Counsel, J. M. Devers, who will advise you if we consider we have any obligation in the matter after a full review of the facts.

Very truly yours,

R. H. Baldock
State Highway Engineer

[redacted]
cc Mr. H. G. Smith
Mr. J. M. Devers

Mr. Smith:

Herewith file. Please have Williams make a full report in the matter and give me your personal opinion as to our obligation, if any, with reference to this situation.

TELEPHONE ATWATER 8608

SELL E. SEWALL
RUSSELL W. SEWALL
ATTORNEYS AT LAW
SUITE 1128-1129 YEON BLDG.

PORTLAND 4, OREGON, June 15,1946.

State of Oregon Highway Department,
Salem, Oregon.

Gentlemen:

We are advised that during the latter part of 1945, the Rogers Construction Company removed gravel from the Molalla River, from property belonging to Rufus C. Holman, under your supervision, and that Carl A. Peterson was resident engineer.

In removing this gravel, the current of the river was diverted and now flows directly against Mr. Holman's land instead of parallel with it as it formerly flowed naturally, and the result has been considerable erosion and loss of land, but Mr. Holman is more concerned with the danger of a gradual erosion and the washing away of all of the rich bottom land which he owns at this point.

This removal was made without Mr. Holman's consent and is a matter of considerable damage to him.

Will you please give this matter your prompt consideration and advise us as to whether or not we are correctly informed of this situation, and oblige

Yours very truly,

Russell E. Sewall

RES:JSH

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JUN 17 1946
OREGON
STATE HIGHWAY COMMISSION

June , 13th 1946

Sewall & Sewall,
Attorneys at Law,
1125-29 Yeon Building,
Portland,
Oregon.

Gentlemen:

In reply to your letter of June 5th 1946, we wish to advise you that we removed gravel from the Molalla River during the year of 1945 under the supervision of the State of Oregon Highway department, Mr. Carl A. Peterson, Resident Engineer.

Our right to operate at this site was made possible to us by the highway department thru an option between the highway departmnet and the land owner.

Hoping that this is the information you desire, we remain,

Very truly yours,

Rogers Construction Co.,

By

olh Olin L. Hamlin.

cc to
State of Oregon Highway Department
Salem,
Oregon.

Copy

Contract #2715

RECEIVED
JUN 1 1946
OREGON
STATE HIGHWAY COMMISSION

OREGON CITY
ESTACADA
OREGON CIT
ROCK PR
CASCADE AND

OREGON CITY - MOLALLA - EAGLE CREEK
ROCK PRODUCTION PROJECT

OREGON CITY
ESTACADA
Eagle Creek
N
OREGON CITY
ROCK PRO
CASCADE

GRAVEL DEPOSIT
Eagle Creek
ESTACADA
INSERT MAP
OREGON CITY–MOLALLA–EAGLE CREEK

FORM E-129 10M 11-45

RECEIVED
JUL 2 1946
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

July 2, 1946

103-8302

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Mr. Baldock:

I have a letter from Mr. Rufus Holman, in which he discusses the damage which he says has been done to his property by one of our contractors. I told him that you had discussed this matter briefly with me and that you were making an investigation and would then give me the data.

I am merely writing now to say that he is asking for a report and I shall be glad to go into it as soon as you have the facts available.

Yours very truly,

J M Devers

J. M. DEVERS

NOTED
State Highway Engineer

R.H. Baldock

RECEIVED JAN 2 1946 FOR FILING

December 21st, 1945

## FINAL COST ANALYSIS

Oregon City-Molalla Section
~~Contract #2715~~

103-8302

Cascade & Woodburn-Sandy Highways
Prefix 103-8302

Rogers Construction Company, Contractors
Carl A. Peterson, Resident Engineer

| Item | Quantity | Unit | Cost | Revenue | Unit Cost | Unit Bid |
|---|---|---|---|---|---|---|
| 3/4"-½" Cr. Mat'l in Stockpile | 6,508.32 | Cu. Yd. | $11,790.52 | $13,016.64 | $1.81 | $2.00 |
| ½"-¼" " " " | 6,800.21 | " " | 12,353.73 | 14,892.46 | 1.81 | 2.19 |
| ¼"-0 " " " | 6,388.10 | " " | 11,587.07 | 13,989.94 | 1.81 | 2.19 |
| S.P. Screen Rejects | 384.82 | " " | 57.72 | 96.21 | 0.15 | 0.25 |
| S.P. Hauling Screen Rejects | 1,154.5 | Yd. Mi. | 115.45 | 173.18 | 0.10 | 0.15 |
| Rock Purchased on Purchase Order | 299.0 ~~29.90~~ | Cu. Yd. | 561.56 | 717.60 | 1.88 | 2.40 |
| " " " " | 500.0 | " " | 1,214.07 | 1,500.00 | 2.43 | 3.00 |
| " " " " | 400.0 | " " | 671.26 | 860.00 | 1.68 | 2.15 |
| Private Sales to Kappler Sawmill | 4,162.0 | " " | 1,872.90 | 2,705.30 | 0.45 | 0.65 |
| " " " " | 312.0 | " " | 46.80 | 78.00 | 0.15 | 0.25 |
| " " " " | 67.5 | " " | 76.27 | 108.00 | 1.28 | 1.60 |
| Rental of Tractor and Dozer | 12 | Hours | 88.75 | 111.48 | 7.40 | 9.29 |
| Rental of Blade | 21 | " | 114.60 | 157.50 | 4.40 | 7.50 |
| Private Sales to Clackamas County | 3,552.0 | Cu. Yd. | 3,819.55 | 5,328.00 | 1.08 | 1.50 |
| Private Sales to Individuals and Business Firms | 1,300.0 | " " | 1,921.58 | 2,114.90 | 1.48 | 1.63 |
| Private Sales to Individuals and Business Firms | 2,330.0 | " " | 1,281.50 | 1,747.50 | 0.55 | 0.75 |
|  |  |  | $47,573.33 | $57,596.71 |  |  |

NOTED
State Highway Engineer

alysis
#2715

| | |
|---|---|
| Gross Revenue | $57,596.71 |
| Total Cost | 47,573.33 |
| Net Profit | $10,023.38 |

Net Profit Equals 17.4% of Gross Revenue

## Oregon City-Molalla

### Detail of Cost

| | | |
|---|---|---|
| **Labor:** | | |
| Supervision | $1,250.00 | |
| Labor | 17,709.04 | |
| State Industrial Insurance | 1,107.54 | |
| Social Security, Old Age Benefits | 758.36 | |
| | | $20,824.94 |
| **Equipment Rental & Miscellaneous:** | | |
| Equipment Rental | $15,609.00 | |
| Rented Equipment (Trucks) | 4,308.21 | |
| Gas, Oil and Grease | 3,615.95 | |
| Small Tools & Miscellaneous | 856.81 | |
| Freight | 267.37 | |
| Bond | 316.26 | |
| Insurance | 268.75 | |
| Royalties (Private Sales) | 241.64 | |
| Home Office & General Overhead | 1,264.40 | |
| | | 26,748.39 |
| Total Cost........................ | | $47,573.33 |

MARKS:

This was a "State Project" calling for the furnishing of 19,200 cubic yards of crushed gravel in stockpile. The project was bid and awarded January 23rd, 1945, work was started June 5th, 1945, crushing started August 7th, 1945, and the project was completed October 22nd, 1945.

Equipment used was of the latest design and was new except for a breaking-in period on another small State contract. Included in the crushing set-up was a large gyrosphere main crusher capable of handling rock up to 12" in diameter, two 3' cone recrushers, a new type plate feeder which proved very satisfactory, a 3' x 6' scalping screen, a 4' x 14' three-deck shaker screen, a double set of portable steel bunkers, three large special built steel conveyors and such small equipment as electric motors for conveyor belts etc. as required. Power was furnished by three 13000 caterpillar motors and one 13000 caterpillar motor equipped with a 75 KV electric generating unit. All equipment was so mounted on steel frames and rubber-tired that moving was much easier than with conventional equipment, and a considerable saving was made in moving and set-up costs.

Equipment used in the gravel bar consisted of a 3/4 cubic yard shovel with dragline boom and two light trucks. Rock was hauled to stockpiles and places of deposit with four 6 cubic yard diesel-engined trucks supplemented by hired trucks as necessary. Stockpiling was done with an RD-7 tractor and dozer. A #12 caterpillar blade was used for shaping haul roads etc. as necessary.

As noted above, the original contract called for the producing of 19,200 cubic yards of crushed material. However, due to private sales made while in operation, the total amount produced amounted to 25,815 cubic yards of crushed material and 6,804 cubic yards of pit run gravel and waste screenings. The final contract revenue amounted to $42,168.43, but, with the additional amounts of material sold by the contractor, the total revenue for the job amounted to $57,596.71. As a considerable amount of the material sold privately was sold at a higher price than that bid for the original contract materials, the margin of profit was greater, and the percent of profit for the project as a whole was raised.

Although the project was started June 5th, the actual setting up of the crusher did not start until July 23rd. The set-up was completed on August 6th, taking thirteen working days. Moving costs were very small, and total set-up costs were low for such a large set-up.

The contractor operated one ten-hour shift an elapsed period of 63 working days. During this period downtime accounted for 145 hours. Actual working time for the project was 485 hours for the 25,815 cubic yards of crushed material produced, or an average of 53 cubic yards per hour.

Downtime for the project was almost entirely due to trouble with one recrusher. A defective oil pump was finally replaced after considerable delay in waiting for factory shipment. No further bugs developed with the crusher set-up, and considerably better production can be expected on future contracts.

Good supervision, a slightly better grade of labor, new plant machinery embodying many technical advancements were the contributing factors enabling the contractor to show a substantial profit for the project.

E. H. Clymer
Cost Analyst

By C. E. Paulsen

RECEIVED
NOV 15 1945
FOR FILING

103-8302

November 14, 1945

J. E. McGovern-Carroll Company, Agents
United Pacific Insurance Company
634 Peyton Building
Spokane, Washington

Gentlemen:

You are hereby notified that state highway contract No. 2718 for work on the Oregon City-Molalla-Eagle Creek Section of the Cascade and Woodburn-Sandy Secondary Highways, in Clackamas County, has been completed by the contractor, Rogers Construction Company, and that final payment in the amount of $1,274.82 will be made on or after November 24, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $42,168.43 and that no force account work was performed therein. This contract was completed on October 13, 1945, and accepted by the Commission on October 29, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl

NOTED ON CARD

11-14-45, gl

RECEIVED
NOV 8 1945
FOR FILING

103-8302

November 8, 1945

United Pacific Insurance Co.,
J. E. McGovern-Carroll Co., Agents
634 Peyton Building
Spokane, Washington

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Rogers Construction Company, on contract No. 2715, covering rock production on the Oregon City-Molalla-Eagle Creek Section of the Cascade and the Woodburn-Sandy Secondary Highway, in Clackamas County. This payment, in the amount of $2,260.49, will be made on or after November 19, 1945. The retained percentage is $1,264.75.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
H. B. Glaisyer
Secretary

gl

NOTED ON CARD
11-8-45 gl

Form E-1—5M—6-44

## OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct 20, 1945

Section Oregon City-Molalla-Eagle Creek

Kind of work Crushed Material in Stockpile

Highway Cascade-Woodburn-Sandy

Section prefix 103-8302

Contractor Rogers Construction Co

Contract number 2715

Date of contract Jan. 23, 1945

Date of completion Oct 15, 1945

Date work started June 5, 1945

Estimated date of completion Oct 15, 1945

Amount of contract $40,889.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $40889.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date. $2453.34+, 100 %

Date project was completed Oct 15, 1945

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the shaping of Stock piles at Wright Bridge Monday, which completed the clean up of all the Stock pile sites.

Equipment is now being used on the "Eaton Gravel Deposit on a private job

Engineer crew completed the remeasurement of Stock piles and Final Records will be completed this coming week.

Stanley Granstrom who reported for work Oct 10th quit on Oct 18th

RECEIVED
OCT 22 1945

NOTED
E. A PEASE

Signed Carl A. [illegible]

Address 9200 S.E. McLoughlin

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | 42.33 | | |
| Miles partially completed | | | - | | |
| Miles completed | | | - | | |
| Total estimated quantities | | | 19200 | | |
| Estimated quantities moved or placed to date | | | 19500± | | |
| Average daily quantities | | | - | | |
| Average daily quantities necessary to complete project on time | | | - | | |
| Number shifts per day | | | - | | |
| Hours per shift | | | - | | |
| Average force on project for week | | | - | | |

Percentages of men employed on contract to be secured from:

........ County, ....%; ........ County, ....%; ........ County, ....%; ........ County, ....%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | 1 | | | | | 1 | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ........, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants ........

Compressors ........, Bulldozers ........, Sheep-foot rollers ........, . . . . . ........, . . . . . ........, . . . . . ........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Foggy | | |
| Monday | Foggy | | Contractor Completed job to-day |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

STATE PRINTING DEPT.

RECEIVED
SEP 6 1945
FOR FILING

103-8302

Sept. 5, 1945

Rogers Construction Co.
Box C-4
Dayton, Wash.

Gentlemen:

The State Highway Commission, at its meeting on August 30, 1945, granted you the extension of time requested, from September 16, to October 15, 1945, without penalty, in connection with contract No. 2715 for rock production on the Oregon City-Molalla-Eagle Creek Section of the Cascade Secondary Highway, in Clackamas County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

gl

cc: F. T. Young
Division Engineer

RECEIVED
JUL 12 1945
FOR FILING

103-8302

July 11, 1945

Rogers Construction Company
Box C-4
Dayton, Washington

Gentlemen:

The State Highway Commission, at its meeting on July 9, 1945, granted you the extensions of time requested, without penalty, in connection with the following contracts:

✓ Contract No. 2715, for rock production on the Oregon City-Molalla-Eagle Creek Section of the Cascade and Woodburn-Sandy Highway in Clackamas County.
Extension of time on the above contract granted from July 15 to September 16, 1945.

Contract No. 2716, for rock production on the Silverton-Silver Creek Section of the Silver Creek Falls Secondary Highway in Marion County.
Extension of time on the above contract granted from May 31 to July 30, 1945.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

cc: F. D. Eason
Division Engineer

RECEIVED
[illegible] 1945
FOR FILING
103-4206

February 16, 1945

Rogers Construction Company
Box C-4
Dayton, Washington

Gentlemen:

We are sending you today by express a fully executed copy of each of the following contracts which were awarded to you on January 23, 1945, by the State Highway Commission:

Contract #2714 covering the Baker Rock Production Project on the Old Oregon Trail, Baker-Unity, Baker-Homestead and Medical Springs Highways in Baker County.

✓ Contract #2715 covering the Oregon City-Molalla-Eagle Creek Rock Production Project on the Cascade and Woodburn-Sandy Secondary Highways in Clackamas County.

Contract #2716 covering the Silverton-Silver Creek Project on the Silver Creek Falls Secondary Highway in Marion County.

These copies are for your records and files.

You will note that on Contract Nos. 2714 and 2715 you have not signed your firm name above the individual names so will you please do this to make the signature complete.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

rmr

RECEIVED
JAN 26 1945
FOR FILING

103-4206

January 24, 1945

Rogers Construction Company
Box C-4
Dayton, Washington

Gentlemen:

We are sending you today by express four copies of each of the following contracts which were awarded to you by the State Highway Commission on January 23, 1945:

Contract #2714 covering Baker Rock Production Project on four state highways in Baker County which requires about 11,870 cubic yards of crushed rock or crushed gravel in stock piles.

Contract #2715 covering Oregon City-Molalla-Eagle Creek Rock Production Project on the Cascade and Woodburn-Sandy Secondary Highways in Clackamas County which requires about 19,200 cubic yards of crushed rock or crushed gravel in stock piles.

Contract #2716 covering Silverton-Silver Creek Rock Production Project on the Silver Creek Falls Secondary Highway in Marion County which requires about 9,950 cubic yards of crushed rock in stock piles.

Kindly execute all twelve copies of these contracts as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files, of each of the contracts. We will also send an executed copy of each to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, etc.

Very truly yours

OREGON STATE HIGHWAY COMMISSION
By
Secretary

rmr

RECEIVED
JAN 26 1945
FOR FILING

103-4206

January 24, 1945

Rogers Construction Co.,
Dayton,
Washington.

Gentlemen:

The State Highway Commission, on January 23, 1945, awarded you contracts as follows:

Baker Rock Production Project on 4 state highways in Baker County;

Oregon City-Molalla-Eagle Creek Rock Production Project on the Cascade and Woodburn-Sandy Sec. Hwys in Clackamas County;

Silverton-Silver Creek Rock Production Project on the Silver Creek Falls Secondary Hwy in Marion County.

These awards were based on your low bids of $27,107.50, $40,889.00 and $22,327.50 respectively, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jeo

cc: S.H. Probert
G.S. Paxson

124-~~4202~~ Silverton-Silver Cr.Rock Prod.
8301 Silver Cr. Falls Second.Hwy. 1945

#2716

RECEIVED
NOV 16 1945
FOR FILING

124-8301

## OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

November 15, 1945

SUBJECT: Request for release of warrants on final estimates.

To:

Mr. H. B. Glaisyer
O-f-f-i-c-e

| | Vou. # | Cont. # | Est. # | Name | Am't. | Wt. # | Note |
|---|---|---|---|---|---|---|---|
| 1. | 12606 | 2716 | 4-final | Rogers Constr. Co. | 549.76 | 279576 | Ck, gl |
| 2. | | | | | | | |
| 3. | | | | | | | |
| 4. | | | | | | | |
| 5. | | | | | | | |
| 6. | | | | | | | |
| 7. | | | | | | | |
| 8. | | | | | | | |
| 9. | | | | | | | |
| 10. | | | | | | | |
| 11. | | | | | | | |
| 12. | | | | | | | |

Mr. Glaisyer:

We have on file your acceptance advice on this.

scw

ACCOUNTING DIVISION

By ______ Bookkeeping Dept.

NOTED ON CARD

11-16-45, gl

Approved ______ Secretary

RECEIVED
[illegible] 1945
FOR FILING

124-8801

October 24, 1945

United Pacific Insurance Co.,
J.W.McGovern-Carroll Co.,
624 Peyton Building
Spokane, Washington

Gentlemen:

You are hereby notified that state highway contract No. 2716 for work on the Silverton-Silver Creek Section of Silver Creek Falls Secondary Highway, in Marion County, has been completed by the contractor, Rogers Construction Company, and that final payment in the amount of $549.76 will be made on or after November 3, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $24,512.16, of which amount $464.52 represents the amount of force account items. This contract was completed on July 23, 1945, and accepted by the Commission on August 30, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

NOTED ON CARD
10-24-45 gl

gl

RECEIVED
OCT 16 1945
FOR FILING

124-8301

October 16, 1945

United Pacific Insurance Co.,
J. E. McGovern-Carroll Co., Agents
624 Peyton Building
Spokane, Washington

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Rogers Construction Company, on contract No. 2716, covering rock production on the Silverton-Silver Creek Section of the Silver Creek Falls Secondary Highway, in Marion County. This payment, in the amount of $5,255.41, will be made on or after October 26, 1945. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl

NOTED ON CARD
10-16-45 JL

Form E-114—5M—6-43

# OREGON STATE HIGHWAY DEPARTMENT

## FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

SEP 17 1945
OFFICE OF
[illegible]N ENGINEER

Date Sept. 15, 1945

Job name Silverton-Silver Creek

Week from Sept. 9 to Sept. 15

Mail address

Highway Silver Creek Falls Secondary

Telegraph or telephone address

County Marion Job Prefix 124-8301

Express and freight address

*General information covering progress of work by party and important developments, instructions from Division Engineer, changes in personnel of party, etc.:*

Office worked two days this week on Semi-Final Estimate for this project but find there is more Extra Work that has not been taken care of and other items that will have to be taken up with Mr. Eason before the Final can be sent in.

Signed H. A. Swart

Title Resident Engineer

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| Day of Week | WEATHER CONDITIONS | |
|---|---|---|
| | A. M. | P. M. |
| Sunday | Clear | |
| Monday | " | |
| Tuesday | " | |
| Wednesday | " | |
| Thursday | " | |
| Friday | " | |
| Saturday | Showers | |

### INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

### SURVEYS

| | |
|---|---|
| Total mileage of section to be surveyed | |
| Miles of preliminary staked | |
| Miles of location staked | |
| Per cent of field work complete | |
| Per cent of office work complete | |
| Number of days worked on this project | 2 |
| Number of men in party | 2 |
| Salary expense this week | 23.33 |
| All other expenses this week | |
| Previous total expenditures this survey | 401.32 |
| Total expenditures including this week | 424.65 |
| Survey will be completed about | |
| Completed survey will cost about | |
| Per mile cost of survey will be about | |

SEP 17 1945

STATE PRINTING DEPT

Form E-1—5M—6-44

RECEIVED
SEP 4 1945
OFFICE OF
CONST[illegible]

## OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 1, 1945

Section Silverton - Silver Creek

Kind of work Crushed Rock in Stockpiles

Highway Silver Creek Falls Secondary

Section prefix 124 - 8301

Contractor Rogers Construction Co.

Contract number 2716

Date of contract Jan. 23, 1945

Date of completion May 31, 1945

Date work started April 23, 1945

Estimated date of completion July 25, 1945

Amount of contract $ 22,327.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 22,327,50

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 401.32, 1.76 %

Date project was completed July 28, 1945

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Party finished measuring the stockpiles for this project on the 27th and 28th.

The Semi-Final will be sent in as soon as we have time to work it up.

Hrl

E. G. SMITH

[illegible]
SEP 4 1945
DI[illegible]
[illegible]ER

Signed H. S. Swart

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | 2250 | | |
| Total estimated quantities | | | | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | 1 | | |
| Hours per shift | | | 8 | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.......... County, ......%; .......... County, ......%; .......... County, ......%; .......... County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers .........., Sheep-foot rollers .........., . . . . . .........., . . . . . .........., . . . . . ..........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Cloudy | | |
| Monday | Clear | | |
| Tuesday | " | | |
| Wednesday | Fair | | |
| Thursday | Clear | | |
| Friday | " | | |
| Saturday | Fair | | |

RECEIVED
JUL 12 1945
FOR FILING

124-8301

July 11, 1945

Rogers Construction Company
Box C-4
Dayton, Washington

Gentlemen:

T The State Highway Commission, at its meeting on July 9, 1945, granted you the extensions of time requested, without penalty, in connection with the following contracts:

Contract No. 2715, for rock production on the
Oregon City-Molalla-Eagle Creek Section of the
Cascade and Woodburn-Sandy Highway in Clackamas
County.

Extension of time on the above contract granted from July 15 to September 16, 1945.

✓ Contract No. 2716, for rock production on the
Silverton-Silver Creek Section of the Silver
Creek Falls Secondary Highway in Marion County.

Extension of time on the above contract granted from May 31 to July 30, 1945.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

cc: F. D. Mason
Division Engineer

RECEIVED
[illegible] 1945
FOR FILING

124-4202

February 16, 1945

Rogers Construction Company
Box C-4
Dayton, Washington

Gentlemen:

We are sending you today by express a fully executed copy of each of the following contracts which were awarded to you on January 23, 1945, by the State Highway Commission:

Contract #2714 covering the Baker Rock Production Project on the Old Oregon Trail, Baker-Unity, Baker-Homestead and Medical Springs Highways in Baker County.

Contract #2715 covering the Oregon City-Molalla-Eagle Creek Rock Production Project on the Cascade and Woodburn-Sandy Secondary Highways in Clackamas County.

Contract #2716 covering the Silverton-Silver Creek Project on the Silver Creek Falls Secondary Highway in Marion County.

These copies are for your records and files.

You will note that on Contract Nos. 2714 and 2715 you have not signed your firm name above the individual names so will you please do this to make the signature complete.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

FMR

RECEIVED
[illegible]
FOR FILING

124-4202

January 24, 1945

Rogers Construction Company
Box C-4
Dayton, Washington

Gentlemen:

We are sending you today by express four copies of each of the following contracts which were awarded to you by the State Highway Commission on January 23, 1945:

Contract #2714 covering Baker Rock Production Project on four state highways in Baker County which requires about 11,870 cubic yards of crushed rock or crushed gravel in stock piles.

Contract #2715 covering Oregon City-Molalla-Eagle Creek Rock Production Project on the Cascade and Woodburn-Sandy Secondary Highways in Clackamas County which requires about 19,200 cubic yards of crushed rock or crushed gravel in stock piles.

Contract #2716 covering Silverton-Silver Creek Rock Production Project on the Silver Creek Falls Secondary Highway in Marion County which requires about 9,950 cubic yards of crushed rock in stock piles.

Kindly execute all twelve copies of these contracts as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files, of each of the contracts. We will also send an executed copy of each to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, etc.

Very truly yours

OREGON STATE HIGHWAY COMMISSION
By

Secretary

rmr

RECEIVED
[illegible] 1945
FOR FILING

124-4202

January 24, 1945

Rogers Construction Co.,
Dayton,
Washington.

Gentlemen:

The State Highway Commission, on January 23, 1945, awarded you contracts as follows:

Baker Rock Production Project on 4 state highways in Baker County;

Oregon City-Molalla-Eagle Creek Rock Production Project on the Cascade and Woodburn-Sandy Sec. Hwys in Clackamas County;

Silverton-Silver Creek Rock Production Project on the Silver Creek Falls Secondary Hwy in Marion County.

These awards were based on your low bids of $27,107.50, $40,889.00 and $22,327.50 respectively, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jeo

cc: S.H. Probert
G.S. Paxson

15-8301 Prospect-Antelope Creek Rock Prod.
Crater Lake Highway 1945

#2717

RECEIVED
FEB 5 1947
FOR FILING

*Files*

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

15-8301

SUBJECT: Request for release of warrants on final estimates.

To:

Mr. H. B. Glaisyer
O-f-f-i-c-e

|  | Vou. # | Cont. # | Est. # | Name | Am't. | Wt. # | Note |
|---|---|---|---|---|---|---|---|
| 1. | 736 | 2717 | 7-final | Guerin Bros. | 913.83 | 302699 |  |
| 2. |  |  |  |  |  |  |  |
| 3. |  |  |  |  |  |  |  |
| 4. |  |  |  |  |  |  |  |
| 5. |  |  |  |  |  |  |  |
| 6. |  |  |  |  |  |  |  |
| 7. |  |  |  |  |  |  |  |
| 8. |  |  |  |  |  |  |  |
| 9. |  |  |  |  |  |  |  |
| 10. |  |  |  |  |  |  |  |
| 11. |  |  |  |  |  |  |  |
| 12. |  |  |  |  |  |  |  |

Mr. Glaisyer:

Your acceptance notice on this contract is on file in our office.

asw

NOTED ON CARD
2-6-47 gl

ACCOUNTING DIVISION

By ____________
Bookkeeping Dept.

Approved ____________
Secretary

RECEIVED
JAN 11 1947
FOR FILING

15-8301

January 10, 1947

Maryland Casualty Co.
Mansfield & Company, Agent
Lewis Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2717 for work on the Prospect-Antelope Creek Section of the Crater Lake Highway, in Jackson County, has been completed by the contractor, Guerin Bros., and that final payment in the amount of $913.83 will be made on or after January 20, 1947.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $30,701.36, and that no force account work was performed therein. This contract was completed on September 27, 1946 and accepted by the Commission on December 30, 1946.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY [redacted]

H. B. Glaisyer
Secretary

gl

NOTED ON CA

1-10-47 gl

RECEIVED
JAN 10 1947
FOR FILING

15 - 8341

January 9, 1947

Guerin Bros.
208 South Linden Ave.
So. San Francisco
California

Gentlemen:

The State Highway Commission, at its meeting on December 30, 1946, had under discussion your request for an extension of time of 92 days, from June 30, 1946 to October 1, 1946, within which to complete your contract No. [illegible], for rock production on the Prospect-Antelope Creek Section of the Crater Lake Highway, in Jackson County.

I am pleased to inform you that the Commission granted you an extension of time up to and including September 27, 1946, without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBE:eo/gl

cc: K. D. Lytle

RECEIVED
DEC 30 1946
FOR FILING

15-8301

December 27, 1946

Maryland Casualty Co.,
Mansfield & Co., Agent
Lewis Bldg.
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Guerin Bros., on contract No. 2717, covering rock production on the Prospect-Antelope Creek Section of the Crater Lake Highway, in Jackson County. This payment, in the amount of $2,227.78, will be made on or after January 6, 1947. The retained percentage is $821.26.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD

12-27-46, gl

Form E-1—5M—12-45

15-8301

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 12th., 1946, 19

Section Prospect - Antelope Creek

Kind of work Crushed Gravel in Stockpiles

Highway Crater Lake

Section prefix 15 - 8301

Contractor Guerin Brothers

Contract number 2717

Date of contract March 13th., 1945, 19

Date of completion July 31st., 1945, 19

Date work started April 16th., 1945, 19

Estimated date of completion Oct 15th., 1946, 19

Amount of contract $31,200.00

Per cent of time elapsed 412.86 %

Estimated cost of completed project, exclusive of engineering $33,176.00

Per cent of contract completed, based on total contract price 100% %

Engineering cost to date, $ 2,300.00, 7.22 %

Date project was completed 9-27-46, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor moving out equipment and cleaning up around setup area.

Has one stockpile remaining to shape up.

NOTED
E. A. PEASE

NOTED
F. SMITH

RECEIVED
OCT 14 1946
OFFICE OF
CONSTRUCTION ENGINEER

Signed Glenn E. Roberts

Address P. O. Box 306, Grants Pass, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | — | | |
| Miles partially completed | | | — | | |
| Miles completed | | | — | | |
| Total estimated quantities | | | 15,000 | | |
| Estimated quantities moved or placed to date | | | 14,000 | | |
| Average daily quantities Past Week | | | None | | |
| Average daily quantities necessary to complete project on time | | | None | | |
| Number shifts per day | | | 1 | | |
| Hours per shift | | | 10 | | |
| Average force on project for week | | | 5 | | |

Percentages of men employed on contract to be secured from:

.......... County, ......%; .......... County, ......%; .......... County, ......%; .......... County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels 1, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants ........

Compressors ........, Bulldozers 1, Sheep-foot rollers ........, Trucks 2 ........, ........, ........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Warm | | |
| Monday | Showers | | |
| Tuesday | Warm | | |
| Wednesday | Warm | | |
| Thursday | Warm | | |
| Friday | Warm | | |
| Saturday | Warm | | |

STATE PRINTING DEPT.

RECEIVED
JAN 7 1946
FOR FILING

15-8301

January 7, 1946

Guerin Bros.
208 So. Linden Avenue
So. San Francisco, Calif.

Gentlemen:

The State Highway Commission, at its meeting on December 27, 1945, granted you the extensions of time requested, without penalty, in connection with the following contracts:

Contract No. 2717, for Rock Production on the Prospect-Antelope Creek Section of the Crater Lake Highway, extended from November 1, 1945 to June 30, 1946.

Contract No. 2718, for Rock Production on the Union Creek Section of the Crater Lake and West Diamond Lake Highways, extended from November 30, 1945, to May 1, 1946.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
H. B. Glaisyer
Secretary

gl

cc: K. D. Lytle

RECEIVED
DEC 3 - 1945
FOR FILING

15-8301

December 1, 1945

Guerin Bros.
General Contractors
208 South Linden Avenue
So. San Francisco, California

Gentlemen:

It is not the practice of the Oregon State Highway Commission to give shutdown orders, as requested in your letter of November 21, but I have no objection to your suspending operations on Contracts Nos. 2717 and 2718 during the winter months, subject to such action as the Commission may take at the time your requests for extensions of time are acted upon.

You should immediately request extensions of time sufficient to complete the two projects.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. K. D. Lytle

**GUERIN BROS.**
Phone So. San Francisco 478

**GENERAL CONTRACTORS**
208 SOUTH LINDEN AVENUE
SO. SAN FRANCISCO, CALIF.

November 21, 1945

Mr. K. D. Lytle
Division Engineer
Division of Highways
Roseburg, Oregon.

Re: Contract No. 2717
Contract No. 2718

Dear Sir:

We hereby request a shut-down order on the above mentioned contracts, from November 10, 1945 until such time in the spring of 1946 as the weather will permit us to operate our plant at Union Creek.

This shut-down is necessary due to snow at the Union Creek Quarry, which makes it impossible for us to either operate or remove our plant.

Yours very truly,

GUERIN BROTHERS

E.R. Guerin
E. R. Guerin, Partner

ERG:er

RECEIVED
17 1945
FOR FILING

15-8301

November 16, 1945

Neff & Frohnmayer,
Attorneys at Law
200-204 Cooley Theatre Building
Medford, Oregon

ATTENTION: Otto J. Frohnmayer

Gentlemen:

In response to your request of November 14 I am forwarding you today, under separate cover, certified copies of State Highway contracts No. 2717 and 2718, awarded to Guerin Bros. for the Prospect-Antelope Creek rock production project, on the Crater Lake Highway, and for the Union Creek rock production project on the Crater Lake and West Diamond Lake Highway.

According to the statutes certified copies of contracts and bonds, covering public work in this state, may be obtained upon the filing of a proper affidavit of claim. We have not, as yet, received such affidavit from you but am forwarding the certified copies, nevertheless, having in mind that you are in a hurry for them and with the understanding that you will file in this office such affidavit at your earliest convenience.

There is no charge for the copies. We are simply asking you to file the necessary affidavits. We are glad to accomodate you in this matter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

HBG gl

Sent express

PORTER J. NEFF

OTTO J. FROHNMAYER

**NEFF & FROHNMAYER**
ATTORNEYS AT LAW
200-304 COOLEY THEATRE BUILDING
MEDFORD, OREGON

November 14, 1945

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you please furnish us with copies of contracts #2717 and #2718 with Guerin Bros. about which you wrote us on July 5.

If there is any charge please advise us and we will send our check to cover.

Yours very truly,

NEFF & FROHNMAYER

Otto J. Frohnmayer

Otto J. Frohnmayer

OJF/lm

ANSWERED
H. B GLAISYER

RECEIVED
NOV 15 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 6 1945
FOR FILING

15-8301

Sept. 5, 1945

Guerin Bros.
208 So. Linden Ave.
So. San Francisco, Calif.

Gentlemen:

The State Highway Commission, at its meeting on August 30, 1945, granted you the extension of time requested, from July 31, to November 1, 1945, without penalty, in connection with contract No. 2717 for rock production on the Prospect-Antelope Creek Section of the Crater Lake Highway, in Jackson County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

cc: K. D. Lytle
Division Engineer

RECEIVED
JUL 9 - 1945
FOR FILING

15-8301

July 5, 1945

Cont. 2717
Cont 2718

Neff & Frohnmayer
Attorneys at Law
200-204 Cooley Theatre Building
Medford, Oregon

Attention Mr. Otto J. Frohnmayer

Gentlemen:

Responding to your request of July 2, I am pleased to give you the following information concerning Guerin Bros., contractors for highway work in Jackson County.

Guerin Bros. is a co-partnership doing business at 208 S. Linden Avenue, South San Francisco, California. The partnership consists of the following:

H. T. Guerin, 1408 Alvarado Avenue,
Burlingame, California
E. R. Guerin, 50 Belleen Avenue,
Atherton, California
D. L. Guerin, Overseas
R. S. Guerin, Overseas

In connection with Contract No. 2717, which is for the furnishing of crushed gravel in stockpiles for the Prospect-Antelope Creek section of the Crater Lake Highway, Guerin Bros. furnished a bond that was written by the Maryland Casualty Company for whom Mansfield and Company are local agents with offices in the Lewis Building, Portland, Oregon. The bond furnished by Guerin Bros. in connection with Contract No. 2718 for the production of rock on the Union Creek section of the Crater Lake and West Diamond Lake Highways was also written by the Maryland Casualty Company, Mansfield and Company, Agents.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

HBG:ao

PORTER J. NEFF

OTTO J. FROHNMAYER

**NEFF & FROHNMAYER**
ATTORNEYS AT LAW
200-204 COOLEY THEATRE BUILDING
MEDFORD, OREGON

July 2, 1945.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Guerin Bros., of San Francisco, have a contract with you No. 2717 and a contract No. 2718. We represent a sub-contractor from that concern who is having some difficulty with them.

Will you please advise us the full name of this concern and whether it is a corporation?

Thanking you, we are

Very truly yours,

NEFF & FROHNMAYER

Otto J. Frohnmayer

Otto J. Frohnmayer

ojf/r

RECEIVED
JUL 3 1945
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISTER

M

RECEIVED
APR 19 1945
FOR FILING

15-8301

April 18, 1945

Guerin Bros.
208 South Linden Avenue
So. San Francisco, California

Gentlemen:

We refer to your letter of April 12, as to whether or not Oregon's motor vehicle licensing laws will require you to license in Oregon the trucks which you will use in performing your contracts for rock production on the Crater Lake Highway.

The matter has been been taken up with the Motor Vehicle Division of the Secretary of State's office, which is in charge of state licensing, and we are advised by it that licensing in Oregon is required by law. The reciprocal arrangement, they advise, applies only to trucks used in interstate operations; that is, to trucks operating back and forth across the state line.

Moreover, the contract provisions require licensing of your equipment in the State of Oregon and, regardless of the law, this provision binds you as the contractor to comply.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI

**GUERIN BROS.**

Phone So. San Francisco 478

**GENERAL CONTRACTORS**

208 SOUTH LINDEN AVENUE
SO. SAN FRANCISCO, CALIF.

April 12, 1945

Contracts Nos. 2717 and 2718
Crater Lake and West Diamond Lake Highway

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Under date of March 13, 1945, there were awarded to us two jobs under Contracts 2717 and 2718 on the Crater Lake Highway in Jackson County, to furnish a total of 25,200 cu yds. of crushed rock in stockpiles.

In looking over the contract, we find a provision to the effect that, "All trucks engaged in the work to be done under this contract shall be licensed in the State of Oregon."

Our headquarters are in California, and we do not maintain an established place of business in the State of Oregon, and we should like to know whether or not, under the rules of comity existing between the States of Oregon and California, if our motor vehicle equipment will not be exempt from registration under the Oregon law. All of our trucks will carry a Public Utility Commission permit, and we are wondering whether or not, in view of this fact, and of our California residence, we can apply for a non-resident permit without having to register the equipment in Oregon.

Some of our equipment will be hauling the rock and gravel under the terms of the contract, and some of the other equipment will be merely pickups for the use of our employees.

It is not a question of our attempting to evade the payment of legitimate taxes, but under the California laws we are compelled to register all of the equipment here, inasmuch as we have our established place of business in this State.

Very truly yours,

GUERIN BROTHERS

By E R Guerin
E. R. Guerin

ERG:MJJ

RECEIVED
APR 16 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 18 1945
FOR FILING

15 - 8301

April 13, 1945

Guerin Brothers
General Contractors
208 South Linden Avenue
So. San Francisco, California

Gentlemen:

Complying with the request in your letter of April 11, we are mailing, under separate cover, three copies each of "Specifications and Contract Agreement for State Highway Construction," special provisions for the Prospect-Antelope Creek Rock Production, and special provisions for Union Creek Rock Production.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

RECEIVED
APR 8 1945
FOR FILING

15-8301

April 6, 1945

Guerin Bros.,
208 So. Linden Ave.,
So. San Francisco, Calif.

Gentlemen:

I am forwarding to you today, by express, a fully executed copy of each of the following contracts that were awarded you by the State Highway Commission at its meeting on March 13, 1945,

✓ Contract No. 2717 for crushed gravel in Stockpiles on the Prospect-Antelope Creek Section of the Crater Lake Highway in Jackson County.

Contract No. 2718 for crushed rock in Stockpiles on the Union Creek Rock Production Project on the Crater Lake & West Diamond Lake Highway in Jackson County.

An executed copy of each contract is being furnished the Maryland Casualty Company, the surety on this bond.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG/gl

RECEIVED
MAR 16 1945
FOR FILING

15-8301

Cont. 2717

March 15, 1945

Guerin Bros.,
208 S. Linden Ave.,
South San Francisco,
California.

Gentlemen:

The State Highway Commission, on March 13, 1945, awarded you contracts for the Prospect-Antelope Creek Rock Production Project on the Crater Lake Highway, and for the Union Creek Rock Production Project on the Crater Lake and West Diamond Lake Highways, both in Jackson County.

The awards were based on your combination bid for both jobs, totaling, with reduction, $60,786.00.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

jee

cc: Mr. S.H.Probert
Mr. G.S.Paxson

RECEIVED
MAR 19 1945
FOR FILING

March 14, 1945

Guerin Brothers
208 South Linden Ave.
South San Francisco, California

Gentlemen:

We are sending you today by express four copies of the following contracts which were awarded to you by the State Highway Commission on March 13, 1945:

✓ Contract No. 2717 covering work on Prospect-Antelope Creek Rock Production Project on the Crater Lake Highway in Jackson County requiring approximately 15,000 cu. yds. crushed gravel in stock piles.

Contract No. 2718 covering work on the Union Creek Rock Production Project on the Crater Lake and West Diamond Lake Highways in Jackson County, requiring approximately 10,200 cu. yds. crushed rock in stock piles.

Kindly execute all four copies of each of these contracts as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy of each contract will be returned to you for your records and files. We will also send an executed copy of each contract to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under these contracts in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

FRP

Contracts fwded by express 3/18 gzQ

15-8302 Union Creek Rock Production 1945
Crater Lake & West Diamond Lake Hwys

#2718

FORM E-122 10M 4-46

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
M. R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
NOV 15 1946
FOR FILING

15-8302

October 28, 1946

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

Dear Sir:

All work on the following state highway contract has been completed:

Contract No. 2718, with Guerin Bros., for furnishing crushed rock in stockpiles on the Union Creek Section of the Crater Lake and West Diamond Lake Highways in Jackson County, ~~was~~ completed August 7, 1946.

Acceptance of the above contract is hereby recommended.

Very truly yours,

R. H. Baldock
State Highway Engineer

By S H Probert
S. H. Probert
Office Engineer

DBP:SM

cc: J. W. McCallister
Goldie Lewis

APPROVED BY HIGHWAY COMMISSION
DATE october 29. 1946
H B Glaisyer
Secretary

RECEIVED
OCT 24 1946
FOR FILING

15-8202

October 23, 1946

Maryland Casualty Co.,
Mansfield & Co., Agent
Lewis Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2718 for work on the Union Creek Section of the Crater Lake and West Diamond Lake Highways, in Jackson County, has been completed by the contractor, Guerin Bros., and that final payment in the amount of $879.21 will be made after acceptance by the Highway Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $29,307.05, and that no force account work was performed therein. This contract was completed on August 7, 1946, but has not been accepted by the Commission, however, we anticipate that it will be at it's next regular meeting being held on October 28 and 29.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

NOTED ON CARD
10-23-46, gl

RECEIVED
OCT 4 1946
FOR FILING

15-8302

October 4, 1946

Maryland Casualty Company,
Mansfield & Co., Agent
Lewis Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Guerin Bros., on contract No. 2718, covering rock production on the Union Creek Section of the Crater Lake and West Diamond Lake Highways, in Jackson County. This payment, in the amount of $572.66, will be made on or after October 14, 1946. The retained percentage is $879.21.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD
10-4-46.gl

RECEIVED
OCT 1 1946
FOR FILING

15-8302

October 1,1946

Guerin Bros.
208 So.Linden Ave.
So. San Francisco
California

Gentlemen:

The State Highway Commission at its meeting on September 25, 1946 granted you the extension of time requested, from May 1 to August 7, 1946, without penalty, in connection with contract No. 2718 for rock production on the Union Creek Section of the Crater Lake and West Diamond Lake Highways, in Jackson County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: K. D. Lytle

Form E-1—5M—12-45

15-8302

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 10, 1946

Section Union Creek Rock Production Project

Kind of work Crushed Rock in Stockpiles

Highway Crater Lake and West Diamond Lake

Section prefix 15-8302

Contractor Guerin Bros.

Contract number 2718

Date of contract March 15, 1945

Date of completion September 30, 1945

Date work started July 2, 1945

Estimated date of completion September 7, 1946

Amount of contract $ 29,586.00

Per cent of time elapsed 256.01 %

Estimated cost of completed project, exclusive of engineering $ 31,809.44

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1,660.00, 5.43 %

Date project was completed 8-7-46, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed shaping piles and survey party completed measuring piles.

Plant site not cleaned up as yet.

NOTED
RAY WEBBER

RECEIVED
AUG 1 1946
OFFICE OF
CONSTRUCTION ENGINEER

NOTED

NOTED
H. W. LIBBY

Signed E. Roberts

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | — | | |
| Miles partially completed | | | — | | |
| Miles completed | | | — | | |
| Total estimated quantities | | | 10,200 | | |
| Estimated quantities moved or placed to date | | | 10,200 | | |
| Average daily quantities | | | — | | |
| Average daily quantities necessary to complete project on time | | | — | | |
| Number shifts per day | | | — | | |
| Hours per shift | | | — | | |
| Average force on project for week | | | — | | |

Percentages of men employed on contract to be secured from:

............ County, ......%; ............ County, ......%; ............ County, ......%; ............ County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ............

Compressors ............, Bulldozers 1, Sheep-foot rollers ............, . . . . . ............, . . . . . ............, . . . . . ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Warm | | |
| Monday | Warm | | |
| Tuesday | Warm | | |
| Wednesday | Warm | | |
| Thursday | Hot | | |
| Friday | Hot | | |
| Saturday | Warm | | |

STATE PRINTING DEPT.

RECEIVED
JAN 15 1946
FOR FILING

15-8302

C
O
P
Y

January 7, 1946

Guerin Bros.
208 So. Linden Avenue
So. San Francisco, Calif.

Gentlemen:

The State Highway Commission, at its meeting on December 27, 1945, granted you the extensions of time requested, without penalty, in connection with the following contracts:

Contract No. 2717, for Rock Production on the Prospect-Antelope Creek Section of the Crater Lake Highway, extended from November 1, 1945 to June 30, 1946.

Contract No. 2718, for Rock Production on the Union Creek Section of the Crater Lake and West Diamond Lake Highways, extended from November 30, 1945, to May 1, 1946.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl

cc: K. D. Lytle

RECEIVED
[illegible] 1945
FOR FILING

15-8302

November 6, 1945

Guerin Bros.
208 So. Linden Ave.
So. San Francisco
California

Gentlemen:

The State Highway Commission, at its meeting on October 29, 1945, granted you the extension of time requested, from September 30, 1945, to November 11, 1945, without penalty, in connection with contract No. 2718 for rock production on the Union Creek Section of the Crater Lake and West Diamond Lake Highway, in Jackson County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
H. B. Glaisyer
Secretary

gl

cc: K. D. Lytle
Division Engineer

RECEIVED
APR 17 1945
FOR FILING

15-8302

April 13, 1945

Guerin Brothers
General Contractors
208 South Linden Avenue
So. San Francisco, California

Gentlemen:

Complying with the request in your letter of April 11, we are mailing, under separate cover, three copies each of "Specifications and Contract Agreement for State Highway Construction," special provisions for the Prospect-Antelope Creek Rock Production, and special provisions for Union Creek Rock Production.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

**GUERIN BROS.**
Phone So. San Francisco 478

**GENERAL CONTRACTORS**
208 SOUTH LINDEN AVENUE
SO. SAN FRANCISCO, CALIF.

April 11, 1945

Oregon State Highway Commission

Salem, Oregon.

ATTENTION: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Receipt is acknowledged of our copies of Contracts No. 2717 and No. 2718 with your Commission to supply crushed rock in Jackson County.

We have just about completed checking over our crushing plant and expect to be able to start its delivery and assembly on the first set up by the first of next week.

In order that we may have sufficient copies for our use, we shall appreciate it if you will furnish us with 3 copies of your "Specifications and Contract Agreement for State Highway Commission", 3 copies of Special Provisions - Prospect - Antelope Creek Rock Production and 3 copies of Special Provisions Union Creek Rock Production Project.

Yours very truly,

GUERIN BROTHERS

J. F. Guerin
J. F. Guerin, Office Mgr.

JFG:er

RECEIVED
APR 1 1945
STATE HIGHWAY COMMISSION

Probert

RECEIVED
APR 9 1945
FOR FILING

15-8302

April 6, 1945

Guerin Bros.,
208 So. Linden Ave.,
So. San Francisco, Calif.

Gentlemen:

I am forwarding to you today, by express, a fully executed copy of each of the following contracts that were awarded you by the State Highway Commission at its meeting on March 13, 1945.

Contract No. 2717 for crushed gravel in Stockpiles on the Prospect-Antelope Creek Section of the Crater Lake Highway in Jackson County.

✓ Contract No. 2718 for crushed rock in Stockpiles on the Union Creek Rock Production Project on the Crater Lake & West Diamond Lake Highway in Jackson County.

An executed copy of each contract is being furnished the Maryland Casualty Company, the surety on this bond.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG/gl

RECEIVED
MAR 16 1945
FOR FILING

15 8302

Cont 2718

March 15, 1945

Guerin Bros.,
208 S. Linden Ave.,
South San Francisco,
California.

Gentlemen:

The State Highway Commission, on March 13, 1945, awarded you contracts for the Prospect-Antelope Creek Rock Production Project on the Crater Lake Highway, and for the Union Creek Rock Production Project on the Crater Lake and West Diamond Lake Highways, both in Jackson County.

The awards were based on your combination bid for both jobs, totaling, with reduction, $60,786.00.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

jee

Secretary.

cc: Mr. S.H.Probert
Mr. C.B.Paxson

RECEIVED
MAR 16 1945
FOR FILING

March 14, 1945

Guerin Brothers
206 South Linden Ave.
South San Francisco, California

Gentlemen:

We are sending you today by express four copies of the following contracts which were awarded to you by the State Highway Commission on March 13, 1945:

Contract No. 2717 covering work on Prospect-Antelope Creek Rock Production Project on the Crater Lake Highway in Jackson County requiring approximately 15,000 cu. yds. crushed gravel in stock piles.

✓ Contract No. 2718 covering work on the Union Creek Rock Production Project on the Crater Lake and West Diamond Lake Highways in Jackson County, requiring approximately 10,200 cu. yds. crushed rock in stock piles.

Kindly execute all four copies of each of these contracts as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy of each contract will be returned to you for your records and files. We will also send an executed copy of each contract to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under these contracts in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating tp payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

mls

Contracts fwded. 3/15 by express

15-1138 Trail Br. Widening, Rogue River
Crater Lake Highway 1945

#2719

RECEIVED
NOV 5 1945
FOR FILING

15-1128

## OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

November 3, 1945

SUBJECT: Request for release of warrants on final estimates.

To:

Mr. H. B. Glaisyer
O-f-f-i-c-e

| | Vou. # | Cont. # | Est. # | Name | Am't. | Wt. # | Note |
|---|---|---|---|---|---|---|---|
| 1. | 12187 | 2719 | 6 Final | Norris & Philpott | 3,070.78 | 278954 | ok, gl |
| 2. | | | | | | | |
| 3. | | | | | | | |
| 4. | | | | | | | |
| 5. | | | | | | | |
| 6. | | | | | | | |
| 7. | | | | | | | |
| 8. | | | | | | | |
| 9. | | | | | | | |
| 10. | | | | | | | |
| 11. | | | | | | | |
| 12. | | | | | | | |

ACCOUNTING DIVISION

By ______________
Bookkeeping Dept.

NOTED ON CARD

11-3-45, gl

Approved ______________
Secretary

RECEIVED
OCT 23 1945
FOR FILING

15-1138

October 22, 1945

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents
Failing Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2719 for work on the Trail Bridge over Rogue River on the Crater Lake Highway, in Jackson County, has been completed by the contractor, Norris & Philpott, and that final payment in the amount of $3,970.78 will be made on or after November 1, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $17,803.04, of which amount $81.06 represents the amount of force account items.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl

NOTED ON CARD
10-22-45 gP

RECEIVED
OCT 1 1945
FOR FILING

15-1138

September 29, 1945

Morris & Philpott
1002 S. E. Rex Street
Portland 2, Oregon

Gentlemen:

The State Highway Commission, at its meeting on September 24, 1945, granted you the extension of time requested, from September 14 to October 15, 1945, without penalty, in connection with contract No. 2719 for constructing Trail Bridge over Rogue River on the Crater Lake Highway in Jackson County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

cc: K. D. Lytle

RECEIVED
SEP 6 1945
FOR FILING

15-1138

Sept. 5, 1945

Norris & Philpott
1002 S. E. Rex Street
Portland 2, Oregon

Gentlemen:

The State Highway Commission, at its meeting on August 30, 1945, granted you the extension of time requested, from August 15 to September 14, 1945, without penalty, in connection with contract No. 2729 for Trail Bridge Construction over Rogue River on the Crater Lake Highway, in Jackson County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

cc: G. S. Paxson,
Bridge Engineer

RECEIVED
[illegible] 1945
FOR FILING

15-9138

April 3, 1945

Morris & Philpott,
1002 S.E. Rex Street,
Portland, Oregon.

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2719 which was awarded to you on March 13, 1945, by the State Highway Commission, covering Trail Bridge over Rogue River on Crater Lake Highway in Jackson County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG/gl

RECEIVED
APR 4 1945
FOR FILING

15-1138

April 3, 1945

Harvey Wells-Reed Insurance Agency, Agents,
Great American Indemnity Co.,
Failing Building,
Portland 4, Oregon.

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2719 which was awarded to Norris & Philpott, contractors, by the State Highway Commission on March 13, 1945, covering Trail Bridge over Rogue River on Crater Lake Highway in Jackson County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG/gl

RECEIVED
MAR 16 1945
FOR FILING

March 15, 1945

Morris & Philpott
1002 S. E. Rex Street
Portland 2, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2713 which was awarded to you by the State Highway Commission on March 13, 1945, covering the widening of Trail Bridge over Rogue River on Crater Lake Highway in Jackson County requiring approximately 12 cu. yds. excavation; 180 cu. yds. concrete; 20,000 lbs. metal reinforcement; 11,200 lbs. structural steel; and 640 lin. ft. metal handrail.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, page 13, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

rar

Contracts sent by express 3/15

Noted in green book
JEO

[illegible]

RECEIVED
MAR 16 1945
FOR FILING

15 - 1138

Cont 2719

March 14, 1945

Morris & Philpott,
1002 S. E. Rex Street,
Portland 2, Oregon.

Gentlemen:

The State Highway Commission, on March 13, 1945, awarded you the contract for the widening of the Trail Bridge over the Rogue River on the Crater Lake Highway, in Jackson County. This award was based on your low bid of $12,532.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

jae

cc: Mr. S.H.Probert
Mr. G.S.Paxson

RECEIVED
DEC 29 1944
FOR FILING
Maint
Traffic Safety
Sidewalks

15-1138

Salem, Oregon
December 27, 1944

Mr. G. S. Paxson
Bridge Engineer
Office

Dear Sir:

This is to advise that the State Highway Commission at their last meeting authorized the taking of bids for the construction of a sidewalk on the trail bridge across Rogue River on the Crater Lake Highway, at an estimated cost of $18,500.00.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:IK

RECEIVED
DEC 13 1944
FOR FILING

Maint
Traffic Engag.
Sidewalks

Salem, Oregon
December 12, 1944

Mr. R. H. Baldock

The trail bridge across Rogue River at M.P. 21.29 on the Crater Lake Highway is very narrow and does not have any sidewalks. We have received a petition signed by a large number of adjacent property owners to equip this bridge with sidewalks.

An investigation made by our Traffic Department discloses the fact that the pedestrian count across this structure is sufficient to warrant sidewalk construction. To widen this bridge with a 24' roadway and sidewalks would cost in the neighborhood of $18,500.

I recommend that this project be authorized for advertising by the Highway Commission.

C. B. McCullough

cc O.S.Paxson

CBM/k

FORM E-30. 25M 5-44

**OREGON STATE HIGHWAY COMMISSION**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1944

SUBJECT: Trail Bridge over
Rogue River (No. 684)

To: Mr. C. B. McCullough
Assistant State Highway Engineer
Office

Dear Sir:

Under date of November 10, I gave you an estimate of the cost of widening this structure to a 26-foot roadway with a 3½-foot sidewalk on each side. This estimate was based upon extending the piers and adding an additional truss on one side of the structure. In accordance with your request we have further investigated the project with the idea of widening as much as was practicable upon the existing trusses and placing the sidewalks outside the widened roadway. We find that a roadway width of 24 feet plus the sidewalks is as far as we can safely go. This widening will result in overstresses of approximately 10 percent above the 18,000-pound stress normally used in design. It will also be necessary to widen the concrete approaches to the steel trusses, and, since this widening must be balanced around the present center line, the cost of widening the approaches is more than would have been the case with the widening all on one side.

Our estimate of cost for the project, based on the above scheme, is as follows:

| | | |
|---|---|---|
| Excavation | 100 cu. yds. at $3.00 | $300 |
| Class A Concrete | 163 cu. yds. at 30.00 | 4,890 |
| Metal Reinforcement | 30,000 pounds at 0.075 | 2,250 |
| Structural Steel | 7,000 pounds at 0.10 | 700 |
| Handrail | 630 lin. ft. at 7.00 | 4,410 |
| Maintenance of Traffic | | 500 |
| Removing existing rail curbs, etc. | | 1,500 |
| | Subtotal | $14,550 |
| | Plus 10% for Contingencies | 1,450 |
| | Total Construction Costs | $16,000 |
| | Plus 10% for Engineering | 1,600 |
| | TOTAL COST | $17,600 |

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP GM

FORM E-30 20M 12-43

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20, 1944

SUBJECT: Pedestrian Facility on "Trail Bridge"
ORE62 MP 21.3

To:

Mr. C. B. McCullough

In compliance with request contained in your letter of October 31, I am submitting herewith traffic data--vehicular and pedestrian--in connection with proposed pedestrian facility on Trail Bridge over Rogue River in vicinity of Shady Cove. I have also included some photographic exhibits which may be of interest.

I have checked on accident experience at this location and for the period January 1, 1941, to September 30, 1944, there were only two accidents of record which occurred on the bridge or the immediate vicinity thereof. Both instances involved the vehicle striking an animal. These two accidents involved no personal injury (except to some cattle) and only minor property damage to the vehicles.

I do believe that the volume of pedestrians recorded (50 during a 12-hour period) crossing the bridge is sufficient to warrant construction of a pedestrian walk. I think such walkway should be constructed on the westerly side of the bridge. On the easterly side the high-cut bank and fill embankment on the southerly and northerly approaches, respectively, would complicate construction of connecting footpaths, the situation being further complicated by reason of the pole line on the east side.

Very truly yours,

F B Crandall
F. B. Crandall
Acting Traffic Engineer

FBC/plg

Attachments

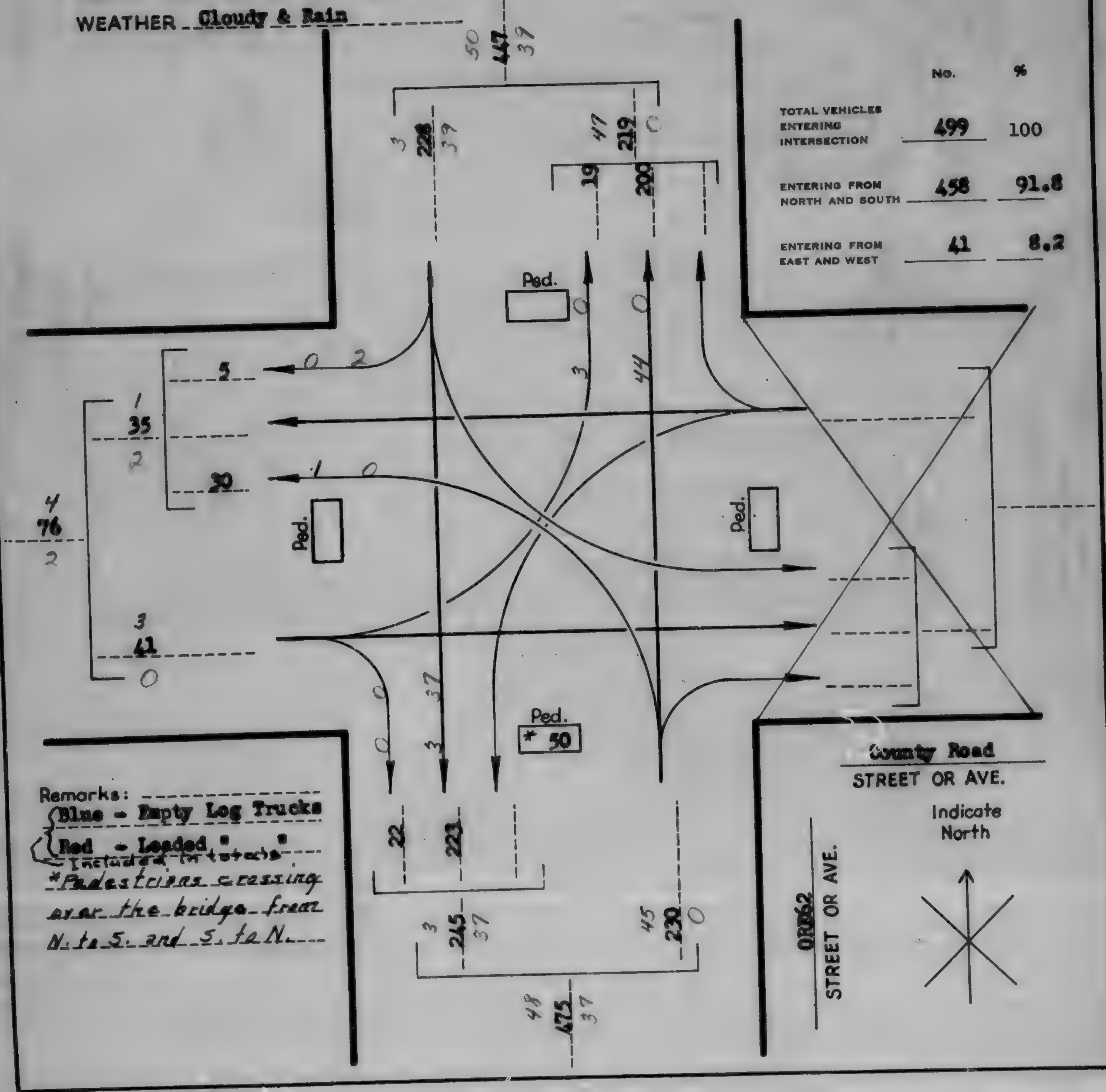
6

# OREGON STATE HIGHWAY DEPARTMENT
## TRAFFIC ENGINEERING DIVISION
## Twelve ~~TWENTY-FOUR~~ HOUR VEHICULAR VOLUME

DATE November 9, 1944
DAY OF WEEK Thursday
ACTUAL COUNT (VEH.) 12 HRS.
HOURS COUNTED 6 A. M. - 6 P. M.
PEDESTRIAN COUNT 12 HRS.
HOURS COUNTED 6 A. M. - 6 P. M.
WEATHER Cloudy & Rain

CITY OF Shady Cove
INTERSECTION OF ORE62 & County Road
STATION NO N. End Rogue River Bridge
CODE NO
CLASSIFICATION All Vehicles

| | No. | % |
|---|---|---|
| TOTAL VEHICLES ENTERING INTERSECTION | 499 | 100 |
| ENTERING FROM NORTH AND SOUTH | 458 | 91.8 |
| ENTERING FROM EAST AND WEST | 41 | 8.2 |



Remarks:
Blue - Empty Log Trucks
Red - Loaded " "
Included in totals
*Pedestrians crossing over the bridge from N. to S. and S. to N.

FORM E-126 5M 4-40

Form E-48—3M—9-39

**OREGON STATE HIGHWAY COMMISSION**
**Traffic Engineering Division**

# SUMMARY OF TRAFFIC COUNT

Date November 9, 1944
Day of week Thursday
Hours counted 6 A. M. - 6 P.M.
Weather Cloudy & Rain

Classification All Vehicles

City of Shady Cove
Intersection ORE62 & County Road
Station number North End Rogue River
Code number

| | TIME | North to East | East to North | North to West | West to North | North to South | South to North | East to West | West to East | East to South | South to East | West to South | South to West | TOTAL | From North and South | Per Cent of Total | From East and West | Per Cent of Total | North | East | West | South | North to South |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A. M. | 6:00- 7:00 | | | | 1 | 2 | 14 | | | | | 2 | | 19 | 16 | 84.2 | 3 | 15.8 | 17 | | 3 | 18 | 1 |
| | 7:00- 8:00 | | | | | 7 | 16 | | | | | 3 | 1 | 27 | 24 | 88.9 | 3 | 11.1 | 23 | | 4 | 27 | |
| | 8:00- 9:00 | | | | 3 | 8 | 15 | | | | | | 3 | 29 | 26 | 89.7 | 3 | 10.3 | 26 | | 6 | 26 | 5 |
| | 9:00-10:00 | | | | 1 | 17 | 20 | | | | | 2 | 2 | 42 | 39 | 92.9 | 3 | 7.1 | 38 | | 5 | 41 | 5 |
| | 10:00-11:00 | | | | 4 | 27 | 16 | | | | | 2 | 2 | 51 | 45 | 88.2 | 6 | 11.8 | 47 | | 8 | 47 | 1 |
| | 11:00-12:00 | | | | 2 | 20 | 16 | | | | | 2 | 2 | 42 | 38 | 90.5 | 4 | 9.5 | 38 | | 6 | 40 | 3 |
| P. M. | 12:00- 1:00 | | | 2 | 1 | 26 | 14 | | | | | 3 | 4 | 50 | 46 | 92.0 | 4 | 8.0 | 43 | | 10 | 47 | 1 |
| | 1:00- 2:00 | | | | 1 | 24 | 15 | | | | | 3 | 2 | 45 | 41 | 91.1 | 4 | 8.9 | 40 | | 6 | 44 | |
| | 2:00- 3:00 | | | | 1 | 17 | 15 | | | | | | 2 | 35 | 34 | 97.1 | 1 | 2.9 | 33 | | 3 | 34 | 1 |
| | 3:00- 4:00 | | | 2 | 2 | 27 | 16 | | | | | | 3 | 50 | 48 | 96.0 | 2 | 4.0 | 47 | | 7 | 46 | |
| | 4:00- 5:00 | | | | 1 | 21 | 15 | | | | | 2 | 7 | 46 | 43 | 93.5 | 3 | 6.5 | 37 | | 10 | 45 | 6 |
| | 5:00- 6:00 | | | 1 | 2 | 27 | 28 | | | | | 3 | 2 | 63 | 58 | 92.1 | 5 | 7.9 | 58 | | 8 | 60 | |
| | 6:00- 7:00 | | | | | | | | | | | | | | | | | | | | | | |
| | 7:00- 8:00 | | | | | | | | | | | | | | | | | | | | | | |
| | 8:00- 9:00 | | | | | | | | | | | | | | | | | | | | | | |
| | 9:00-10:00 | | | | | | | | | | | | | | | | | | | | | | |
| | 10:00-11:00 | | | | | | | | | | | | | | | | | | | | | | |
| | 11:00-12:00 | | | | | | | | | | | | | | | | | | | | | | |
| A. M. | 12:00- 1:00 | | | | | | | | | | | | | | | | | | | | | | |
| | 1:00- 2:00 | | | | | | | | | | | | | | | | | | | | | | |
| | 2:00- 3:00 | | | | | | | | | | | | | | | | | | | | | | |
| | 3:00- 4:00 | | | | | | | | | | | | | | | | | | | | | | |
| | 4:00- 5:00 | | | | | | | | | | | | | | | | | | | | | | |
| | 5:00- 6:00 | | | | | | | | | | | | | | | | | | | | | | |
| 24-Hour total | | | | 5 | 19 | 223 | 200 | | | | | 22 | 30 | 499 | 458 | 91.8 | 41 | 8.2 | 447 | | 76 | 475 | 23 |
| -Hour total | | | | | | | | | | | | | | | | | | | | | | | |
| -Hour total | | | | | | | | | | | | | | | | | | | | | | | |
| Control | | | | | | | | | | | | | | | | | | | | | | | |
| ctor | | | | | | | | | | | | | | | | | | | | | | | |

ORE62 St. is North and South

County Road St. is ~~East~~ and West

Tabulated by
Computed by
Checked by
Checked by

RINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

# SUMMARY OF TRAFFIC COUNT

Date November 9, 1944
Day of week Thursday
Hours counted 6 A. M. - 6 P.M.
Weather Cloudy & Rain

Classification All Vehicles

City of Shady Cove
Intersection ORE62 & County Road
Station number North End Rogue River Bridge
Code number

| SUMMARY BY MOVEMENTS | | | | | | | | | | | | | | | | | SUMMARY BY LEGS | | | | PEDESTRIANS Crossing Bridge | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| North to East | East to North | North to West | West to North | North to South | South to North | East to West | West to East | East to South | South to East | West to South | South to West | TOTAL | From North and South | Per Cent of Total | From East and West | Per Cent of Total | North | East | West | South | North to South | East | West | South to North |
| | | | 1 | 2 | 14 | | | | | 2 | | 19 | 16 | 84.2 | 3 | 15.8 | 17 | | 3 | 18 | | | | |
| | | | | 7 | 16 | | | | | 3 | 1 | 27 | 24 | 88.9 | 3 | 11.1 | 23 | | 4 | 27 | 1 | | | 2 |
| | | | 3 | 8 | 15 | | | | | | 3 | 29 | 26 | 89.7 | 3 | 10.3 | 26 | | 6 | 26 | | | | 3 |
| | | | 1 | 17 | 20 | | | | | 2 | 2 | 42 | 39 | 92.9 | 3 | 7.1 | 38 | | 5 | 41 | 5 | | | 6 |
| | | | 4 | 27 | 16 | | | | | 2 | 2 | 51 | 45 | 88.2 | 6 | 11.8 | 47 | | 8 | 47 | 5 | | | 3 |
| | | | 2 | 20 | 16 | | | | | 2 | 2 | 42 | 38 | 90.5 | 4 | 9.5 | 38 | | 6 | 40 | 1 | | | 3 |
| | | 2 | 1 | 26 | 14 | | | | | 3 | 4 | 50 | 46 | 92.0 | 4 | 8.0 | 43 | | 10 | 47 | 3 | | | 3 |
| | | | 1 | 24 | 15 | | | | | 3 | 2 | 45 | 41 | 91.1 | 4 | 8.9 | 40 | | 6 | 44 | 1 | | | 1 |
| | | | 1 | 17 | 15 | | | | | | 2 | 35 | 34 | 97.1 | 1 | 2.9 | 33 | | 3 | 34 | | | | 1 |
| | | 2 | 2 | 27 | 16 | | | | | | 3 | 50 | 48 | 96.0 | 2 | 4.0 | 47 | | 7 | 46 | 1 | | | |
| | | | 1 | 21 | 15 | | | | | 2 | 7 | 46 | 43 | 93.5 | 3 | 6.5 | 37 | | 10 | 45 | | | | 2 |
| | | 1 | 2 | 27 | 28 | | | | | 3 | 2 | 63 | 58 | 92.1 | 5 | 7.9 | 58 | | 8 | 60 | 6 | | | 3 |
| | | 5 | 19 | 223 | 200 | | | | | 22 | 30 | 499 | 458 | 91.8 | 41 | 8.2 | 447 | | 76 | 475 | 23 | | | 27 |

ORE62 St. is North and South

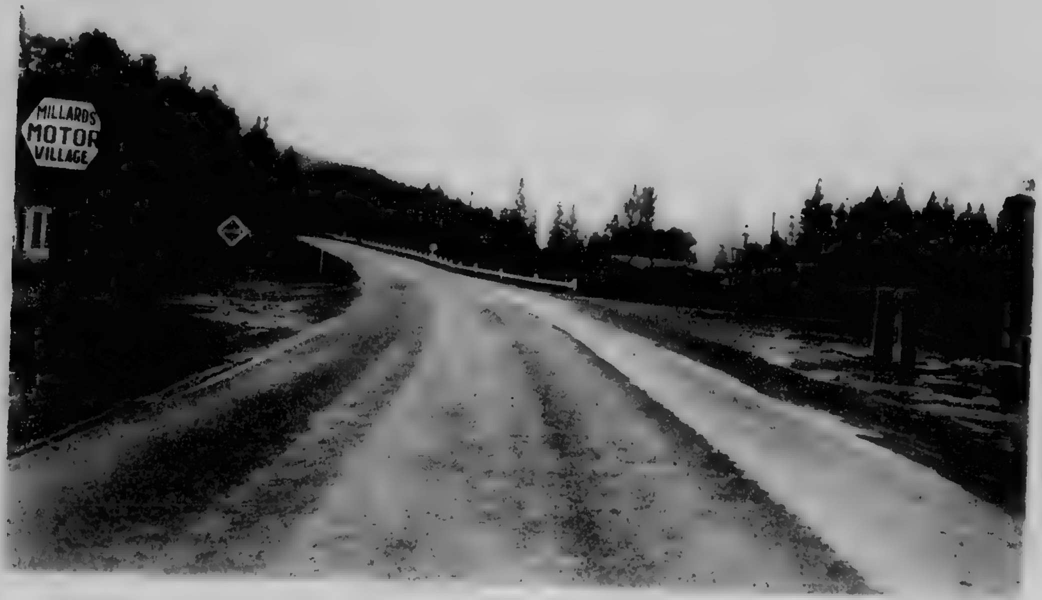
County Road St. is ~~East~~ and West

Tabulated by

Computed by

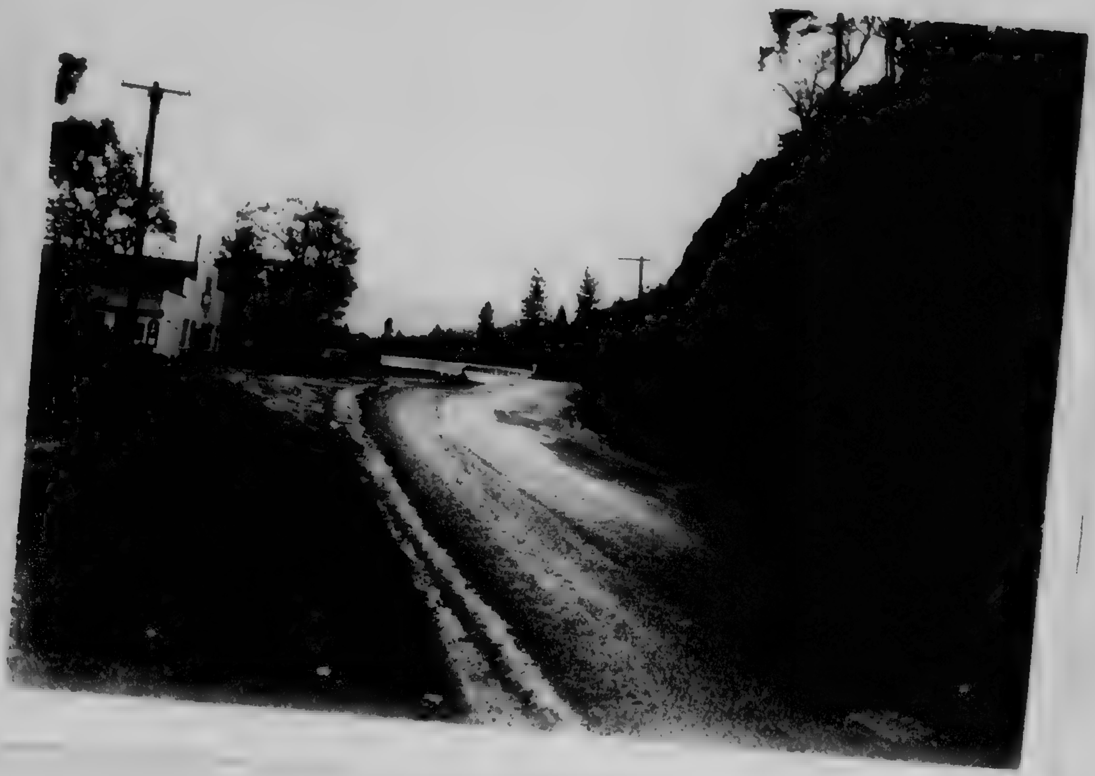
Checked by

Checked by



Rogue River Bridge on ORE62 MP 21.29
November 9, 1944
Looking South onto Bridge

Rogue River Bridge on ORE62 MP 21.29
November 9, 1944
Looking South Showing Side View of Bridge



Rogue River Bridge on ORE62  MP 21.29
November 9, 1944
Looking North on Bridge

FORM E-30 25M 5-44

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 10, 1944

SUBJECT: Trail Bridge over
Rogue River (No. 684)

To: Mr. C. B. McCullough
Assistant State Highway Engineer
Office

Dear Sir:

I am returning herewith the petition submitted by the residents of Shady Cove requesting a sidewalk on the Trail Bridge over the Rogue River, together with our estimate of the cost of a wooden sidewalk on one side of this bridge which was submitted to you on November 2.

While the Trail Bridge over the Rogue River is now on the main line of the Crater Lake Highway, the Federal Government is planning on building a storage dam a few miles above this structure which will necessitate a major line change and will leave this structure off of the reconstructed Crater Lake Highway. The structure, however, will continue to serve as a connection between the Crater Lake Highway and the Tiller Trail Secondary Highway. In view of the fact that it will thus become a permanent part of the highway system, we have investigated the possibility of widening the structure to a 26-foot roadway with a sidewalk on each side using permanent construction.

The present structure has a 19' 4" roadway and no sidewalks. It consists of two 80-foot deck steel trusses with two concrete approach spans at each end. The structure could, of course, be widened an equal amount on each side, or the entire amount of widening could be put on one side of the structure with a slight revision of the alignment. The steel trusses, however, are only 14 feet center to center and are designed for a loading which approximates our present H-15 loading. They will not carry the additional width without serious overstress, and the widening would result in an overhang of about 10' 6" from the center of the truss to the outside of the sidewalk handrail. I do not believe that this scheme of widening is feasible without the addition of a new truss on each side of the present trusses.

It is, however, quite feasible to widen the structure all on one side by a lengthening of the piers and the installation of one new truss connected by suitable lateral bracing to the existing truss on that side of the structure. We would plan on putting the entire dead load upon the new truss before the lateral system was connected so that the entire assembly would work together under live load.

Our estimate of cost for the widening under this scheme is as follows:

| | | |
|---|---|---|
| Excavation | 100 cu.yds. at $6 | $ 600 |
| Class A Concrete | 305 cu.yds. at 30 | 9,150 |
| Metal Reinforcing | 40,000 lbs. at 0.07½ | 3,000 |
| Structural Steel | 73,000 lbs. at 0.10 | 7,300 |
| Steel Handrail | 630 lin.ft. at 7.00 | 4,410 |
| Preparation of Existing Structure | | 1,000 |
| Maintenance of Traffic | | 500 |
| | | $25,960 |
| | Plus 10% for Contingencies - - - | 2,596 |
| | Subtotal - - - | $28,556 |
| | Plus 10% for Engineering - - - | 2,854 |
| | Total - - - | $31,410 |

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP GM
Attached

FORM E-90 25M 8-44

**OREGON STATE HIGHWAY COMMISSION**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 3, 1944

SUBJECT: Sidewalk - Shady Cove Bridge

To:

Mr. C. B. McCullough
Assistant State Highway Engineer
Department

Dear Sir:

I am returning herewith letter from Mrs. Ola Houstin, Secretary, Upper Rogue Grange. The Grange has asked for a sidewalk on the Shady Cove Bridge as a matter of safety for pedestrians, particularly women with small children.

This bridge is at M.P. 21.29, Crater Lake Highway, and is about 300 feet long. Mr. Lytle writes that the only way to relieve the situation would be to construct a sidewalk on one side of the bridge, outside of the railing. He understands that Mr. Paxson is making an estimate of the cost of this sidewalk.

Can this office be of further assistance?

Very truly yours,

EACollier
E. A. Collier
Maintenance Engineer

EAC:FW
Attach

RECEIVED

COMMISSION

ONDENCE

RECEIVED
NOV - 6 1944
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Trail Bridge over
Rogue River (No. 684)

tition submitted by the resi-
k on the Trail Bridge over the

80' deck steel trusses with
th end and 80 feet of concrete
icable to attach a 4-foot timber
be necessary, in doing so, to
ents to the trestles. Our esti-

| | |
|---|---|
| 00 | $1,200 |
| 0 | 300 |
| | 100 |
| | 15 |
| | 75 |
| | $1,690 |
| us 10% | 170 |
| Total | $1,860 |

ith of only 19' 6" inside of curbs,
a pedestrian in case two vehicles
that Mr. Crandall is reporting on
making recommendation for the need
the volume
of the sidewalk.

Very truly yours,

G. S. Paxson

G. S. Paxson
Bridge Engineer

GSP GM
Attached

HWAY COMMISSION
CORRESPONDENCE

RECEIVED
NOV - 6 1944
HIGHWAY COMMISSION
E DEPARTMENT

To: Mr. C.
Assist
Offi

L

Dear Sir:

dents of
Rogue Riv

66 feet c
approach
sidewalk
use steel
mate of c

which, of
meet on t
the volu
of the si

Bridge Engineer

GSP GM
Attached

---

Upper Rogue Grange no 825

RECEIVED
NOV 1 1944
OFFICE OF
MAINTENANCE ENGINEER

Shady Cove Ore.
Oct 27 - 44

O. State Hw. Commission
Dear Sirs-

The Upper Rogue Grange no 825 has directed me to write you in regard to the sidewalk on the Shady Cove bridge due to the increase in population around Shady Cove. This spot has got to be a very very danger place for women with small children going to the Stores & P.O. and we are asking again if some remidial masure can be taken at once in regard to the foot bridge on the side of the Shady Cove bridge. Thanking you for your earliest consideration

Sincerely
Upper Rogue Grange.
Mrs Ollie Houston Secy.

FORM E-30 [illegible] 8-44

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
NOV - 6 1944
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Salem, Oregon
November 2, 1944

SUBJECT: Trail Bridge over
Rogue River (No. 684)

To: Mr. C. B. McCullough
Assistant State Highway Engineer
Office

Dear Sir:

I am returning herewith the petition submitted by the residents of Shady Cove requesting a sidewalk on the Trail Bridge over the Rogue River.

This structure consists of two 80' deck steel trusses with 66 feet of concrete approach on the south end and 80 feet of concrete approach on the north end. It is practicable to attach a 4-foot timber sidewalk to this structure, but it will be necessary, in doing so, to use steel brackets to make the attachments to the trestles. Our estimate of cost is as follows:

| | | |
|---|---|---|
| Lumber | 12 M-F.B.M. at $100 | $1,200 |
| Steel | 3000 lbs. at $0.10 | 300 |
| Bolts | | 100 |
| Nails | | 15 |
| Paint | | 75 |
| | | $1,690 |
| | Plus 10% | 170 |
| | Total | $1,860 |

The bridge has a roadway width of only 19' 6" inside of curbs, which, of course, leaves no room for a pedestrian in case two vehicles meet on the structure. I understand that Mr. Crandall is reporting on the volume of pedestrian traffic and making recommendation for the need of the sidewalk.

Very truly yours,

G. S. Paxson

G. S. Paxson
Bridge Engineer

GSP GM
Attached

RECEIVED
NOV 8 - 1944
FOR FILING

Maint.
Traffic Safety
Sidewalk

Shady Cove.

Salem, Oregon
October 31, 1944

Mr. G. S. Paxson
Bridge Engineer
Office

Dear Sir:

I am handing you herewith a petition signed by a number of residents from the vicinity of Shady Cove, petitioning the Commission to construct a sidewalk on the Highway Bridge over Rogue River at Shady Cove.

Please advise of your recommendation and kindly return the petition with your answer.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:IK

RECEIVED
NOV 1 - 1944
FOR FILING

Maint
Traffic Safety
Sidewalks

Salem, Oregon
October 31, 1944

Mr. F. B. Crandall
Acting Traffic Engineer
Office

Dear Sir:

We have received a petition signed by quite a number of residents at Shady Cove, requesting a sidewalk or pedestrian line on the bridge over Rogue River at Shady Cove. The petition is being referred to G. S. Paxson for his recommendation with reference to the proposed installation of the sidewalk.

Please furnish me with your recommendation with reference to pedestrian traffic at this point.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:IK

October 21, 1944

Mr. Joseph J. Hall
P. O. Box 22
Shady Cove, Oregon

Dear Sir:

This is to acknowledge receipt of a petition signed by yourself and other property owners and residents of Shady Cove in which the State Highway Commission is asked to construct a cat walk or pedestrian lane on the bridge over the Rogue River at Shady Cove.

I am referring this petition to Mr. R. H. Baldock, State Highway Engineer, for a report to the State Highway Commission. You will be advised when the final decision has been reached with regard thereto.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:vbh

cc: Mr. Baldock

REFERRED TO [illegible]
BY SECRETARY

RECEIVED
OCT 23 1944
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

# Petition

To the Oregon State Highway Commission,
Salem, Oregon.

Greeting;

We, the undersigned property owners, and residents of Shady Cove, Jackson County, Oregon, respectfully petition your Honorable Body to construct a cat walk or pedestrian lane as part of the bridge over Rouge River on the Medford Crater Lake Highway at Shady Cove, Oregon.

| Names | Address |
|---|---|
| Ruth G. Sanford | Shady Cove, Ore. |
| Lynn Colby | Shady Cove, Ore. |
| C. W. [illegible] | Trail, Ore. |
| Estelle Colby | Shady Cove, Ore. |
| Vella H. King | ✓ |
| F J King | Shady Cove Ore |
| mary zimmerlee | |
| O. E. Hukill | Shady Cove Ore |
| [illegible] G. Hukill | Shady Cove, Oreg |
| Frances [illegible] | ✓ |
| H G Sanford | Shady Cove. Ore. |
| Agnes M. Brown | Shady Cove, Ore. |

| | |
|---|---|
| Lawrence Sanderson | Shady Cove |
| Paul Duncan | Shady Cove Or |
| C M Cooper | Shady Cove Ore |
| Eva Segesseman | " |
| Ed Eden | " |
| H.C. McAdams | " |
| Obie Bristow | " |
| J.B. Bristow | " |
| Walter Mallory | " |
| Jesse Walker | " |
| E.W. Segesseman | " |
| Ray Biggs | Shady Cove. |
| Roy Abbott | " |
| Mrs [illegible] | Shady Cove. |
| Mrs J.R. Hull | Shady Cove. |
| Cy Gates | Shady Cove |
| Cora Train | Shady Cove Oreg. |
| Lela Strowbridge | Shady Cove, Ore. |
| Dale Sawyer | Box 259 SHADY, COVE |

| | |
|---|---|
| R.S. Colvith | Shady Cove Ore |
| Mrs B. D. Landers | R.3 Box 4, Shady Cove, Ore |
| Mrs A.J. Conner | |
| Eugene Mee | sHady cove |
| Hobart Ditsworth | Prospect Oregon |
| Helen M. Coon - | Shady Cove - Oreg - |
| Mrs A.M. Flowers | - Shady cove Oregon |
| Alvina C. Flowers. | - Shady. Cove. Ore. |
| Mrs Ralph Miller | Shady Cove Ore. |
| Mrs Claude Ragsdale | Shady Cove Ore. |
| Paul L Davis | Shady Cove Ore |
| W.H. Rodgers | Shady Cove Oreg - |
| W.L. Mason | Shady Cove Ore. |
| F.A. Mason | Shady Cove - Ore. |
| Mrs R.L. Sanderson | Shady Cove - Oreg. |
| Mrs. W. E Baker | Shady Cove - Ore. |
| Mr S. E. Carrick | Shady Cove - ore |
| Mrs Mignon Carrick | Shady cove - ore |
| Carl H Guthrie | " " " |
| Mrs. M. Gonzales | Shady Cove - Ore. |
| Francis Miller | Shady Cove Ore |
| Mrs B. Troville | Shady Cove Ore |

| | |
|---|---|
| Albert F. Mathwig | Shady Cove Oreg. |
| Mrs. A. F. Mathwig | Shady Cove |
| Geo. A. Rusco | Shady Cove |
| Mrs. Ray Treaton | Shady Cove |
| Edw. Houston | Shady Cove |
| Ola Houston | Shady Cove Ore |
| Goldie Sanderson | Shady Cove |
| P J Rumming | " " |
| Thw. F. Matthiesen | Shady cove Ore. |
| Alberta Chamberlain | " " |
| L. L. Henshaw | Shady cove Ore |
| Mrs R. S. Colpitts | " " |
| Mrs. Ralph Shirtcliff | " " |
| Wm H Hall | Shady cove Ore |
| Chas M Hall | Shady Cove Ore |
| Hugh J Wright | Shady cove Ore |
| Benjamine E. Swindler | Shady cove Ore |
| James F. Johnson | Eagle Point Ore. |
| John E. Ritter | shady Cove. Ore. |
| Arthur M. Flowers | Shady Cove Ore |
| Jack M. Bandy | Shady Cove Ore. |

| | |
|---|---|
| George W. Hook | shady cove |
| King J Tant | |
| Elmer N. Shull | Shady Cove |
| Ada M. Shull | Shady Cove |
| H M Flowers | shady cove |
| Mrs Mary Payne | Shady Cove |
| R. H. Puddycombe | shady cove |
| Myrtle Myers | Shady cove |
| Geo Myers | Shady cove |
| James Owen Dry | shady cove |
| John Leaden | shady cove |
| Mary E Leaden | " " |
| Fred M. Mitchell | Shady Cove |
| Zona Mitchell | Shady Cove |
| Ivan Fisher | Shady Cove |
| Mrs. Ivan Fisher | " " |
| Eleanor Sawyer | Shady Cove |

13-8301 Burns Rock Production Project on
Three Highways 1945

#2-20

R.H. Baldock

RECEIVED
JUN 5 1946
FOR FILING

13-8301

May 25th, 1946

Burns Section
Contract #2720

FINAL COST ANALYSIS
Rock Production
E. C. Hall Company, Contractor
J. T. Burch, Resident Engineer

John Day-Burns and
Burns-Crane Highways
Prefix 13-8301

| Item | Quantity | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 3/4"-½" Cr. Mat'l. in Stockpile | 5,520.8 | Cu. Yd. | $2.46 | $2.45 | $13,584.02 | $13,525.96 |
| ½"-¼" Cr. Mat'l. in Stockpile | 3,627.3 | " " | 2.46 | 2.45 | 8,919.53 | 8,886.89 |
| ¼"-0 Cr. Mat'l. in Stockpile | 3,018.5 | " " | 2.46 | 2.45 | 7,422.49 | 7,395.33 |
| Clearing & Grubbing Stockpile Sites | | All | 132.13 | 500.00 | 132.13 | 500.00 |
| Leveling Stockpile Sites | | All | 132.13 | 500.00 | 132.13 | 500.00 |
| SP Haul Adjustment in Favor of State | 760.1 | Yd. Mi. | | 0.13 | | - 98.81 |
| | | | | | $30,190.30 | $30,709.37 |

| | |
|---|---|
| Gross Revenue | $30,709.37 |
| Total Cost | 30,190.30 |
| Net Profit | $519.07 |

Net Profit Equals 1.7% of Gross Revenue

NOTED
State Highway Engineer

# Detail of Cost

| | | |
|---|---|---|
| **Labor:** | | |
| Supervision | $1,509.15 | |
| Labor | 13,218.85 | |
| State Industrial Accident Insurance | 662.79 | |
| Social Security & Unemployment Insurance | 589.12 | |
| | | $15,979.91 |
| **Equipment Rental & Miscellaneous:** | | |
| Equipment Rental | $6,393.76 | |
| Gas, Oil & Grease | 2,617.37 | |
| Small Tools & Miscellaneous | 1,122.49 | |
| Freight & Cartage | 2,967.14 | |
| Bond | 230.33 | |
| Home Office & General Overhead | 879.30 | |
| | | 14,210.39 |
| Total Cost . . . . . . . . . . . . . . . . . . . . . . . . . | | $30,190.30 |

REMARKS:

This was a "State Project" and called for the production of 11,920 cubic yards of crushed gravel in stockpile. The project was awarded January 23rd, 1945, but because of considerable work already under contract, the contractor did not begin operations until October 8th.

Actual crushing was started October 15th, the plant working two 8-hour shifts. Only one day was lost during operations due to actual breakdown of equipment, but inclement weather slowed operations throughout the job's length.

Equipment used by the contractor consisted of a large mechanical feeder, 36" gyratory crusher, two 22" x 40" roll recrushers, large steel bunker and shaker screen unit, small steel waste bunker and necessary steel conveyors. Power was supplied by one D-12,000, one VD18 and one VD13 diesel motors. Equipment used in the pit included a 3/4 cubic yard shovel, two 4 cubic yard trucks and a RD7 tractor and bulldozer. Hauling equipment consisted of eight light trucks in addition to the two used in the pit.

The plant set-up was made at the designated pit which was located 1.3 miles north of mile post 146.74 on the Central Oregon Highway. Material from this pit crushed quite easily, but ½" - 0 waste averaged 65% of the total quantities used, and this large amount of waste slowed operations and increased costs considerably.

The total amount of material produced amounted to 12,166.6 cubic yards. Total working time was 30 days or 480 hours, which made an average of 25.4 cubic yards of material crushed per hour for the plant. Average haul for all materials amounted to 6.2 miles.

This project was well supervised, and excellent equipment was used throughout, but the excessive amounts of waste materials encountered, inclement weather and rising labor costs all tended to increase the costs of the project and allowed the contractor to show virtually no profit.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
APR 10 1946
FOR FILING

13-8301

April 1, 1946

Maryland Casualty Co.,
Hansen & Rowland, Inc., Agents
406 Title & Trust Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2720 for work on the Burns Rock Production Project on the Central Oregon, John Day-Burns and Burns-Crane Highways, in Harney County, has been completed by the contractor, E.C. Hall Co., and that final payment in the amount of $927.65 will be made on or after April 11, 1946.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $30,715.74, and that no force account work was performed therein. This contract was completed on November 19, 1945 but has not as yet been accepted by the Highway Commission, however, we anticipate that the Commission will accept it at its next meeting on April 4 and 5, 1946.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD
4-1-46 gl

RECEIVED
JAN 5 1946
FOR FILING

13-8301

January 5, 1946

Oregon & Western Colonization Company
1315 Pioneer Building
Saint Paul, Minnesota

Attention: Mr. E. S. Gold

Gentlemen:

Reference is made to your letter of December 17, with copies of an invoice attached, in the amount of $406.66, requesting payment of royalty on materials taken from a gravel pit leased from you and located approximately five miles east of Burns.

These materials were removed by the E. C. Hall Company, under State Contract No. 2720, during the period from October 8 to November 19, 1945. The quantities of materials shown in your invoice are those reported by the Resident Engineer in his final estimate, but the final payment to our contractor will not be made until the final records are checked in the Salem Office. It is expected that this final check will be completed within the next three or four weeks, and we feel that final settlement with you should be held until verification is made of the final quantities under the contract.

We regret the necessity of a delay in payment of your claim, and trust that it will cause you no great inconvenience.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

LEP:GED

RECEIVED
1945
FOR FILING

13-8301

December 5, 1945

Maryland Casualty Company,
Hansen & Rowland, Inc. of Ore., Agents
406 Title & Trust Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. C. Hall Company, on contract No. 2720, covering the furnishing of crushed material in stockpiles on the Burns Rock Production Project, in Harney County. This payment, in the amount of $12,923.89, will be made on or after December 15, 1945. The retained percentage is $921.28.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl

NOTED ON CARD
12-6-45 K

Form E-1—5M—6-43

# OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 1, 1945

Section Burns Rock Production

Kind of work Rock Production

Highway Central Oregon, JohnDay-Burns and Burns-Crane

Section prefix 13-8301

Contractor E. C. Hall Co.

Contract number 2720

Date of contract March 13, 1945

Date of completion December 31, 1945

Date work started October 8, 1945

Estimated date of completion November 19, 1945

Amount of contract $ 30,204.

Per cent of time elapsed 86 %

Estimated cost of completed project, exclusive of engineering $ 30,709.

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 987., 3.2 %

Date project was completed November 19, 1945

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed on November 19.

Semifinal estimate mailed to the

Division Engineer on November 28.

RECEIVED
8 1945
OFFICE

Final Report

NOTED
WEBB

Signed John T. Burch

Address Burns, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | 37.36 | | |
| Miles partially completed | | | | | |
| Miles completed | | | 37.36 | | |
| Total estimated quantities | | | 11920. | | |
| Estimated quantities moved or placed to date | | | 12166. | | |
| Average daily quantities | | | 282. | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.......... County, ......%; .......... County, ......%; .......... County, ......%; .......... County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers .........., Sheep-foot rollers .........., . . . . . .........., . . . . . .........., . . . . . ..........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Cloudy | | |
| Monday | " | | |
| Tuesday | " | | |
| Wednesday | " | | |
| Thursday | " | | |
| Friday | Clear | | |
| Saturday | " | | |

RECEIVED
APR 10 1945
FOR FILING

13-8301

April 9, 1945

[illegible] & Rowland, Inc., Agents,
Maryland Casualty Company,
406 Title & Trust Bldg.,
Portland 4, Oregon.

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2720 which was awarded to E. C. Hall Co., by the State Highway Commission on March 13, 1945, covering Rock Production on the Central Oregon, John Day-Burns and Burns-Crane Highway in Harney County.

In as much as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

[illegible]/gl

RECEIVED
APR 10 1945
FOR FILING

13 - 8201

April 9, 1945

E. C. Hall Co.,
Route #6, Box 630,
Portland, Oregon.

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2720 which was awarded to you on March 13, 1945, by the State Highway Commission, covering Burns Rock Production Project on the Central Oregon, John Day-Burns and Burns-Crane Highway in Harney County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

MBO/gl

RECEIVED
MAR 16 1945
FOR FILING

March 15, 1945

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2720, which was awarded to you by the State Highway Commission on March 13, 1945, covering work on the Burns Rock Production Project on three state highways in Harney County requiring approximately 11,920 cu. yds. crushed rock or crushed gravel in stock piles.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

rmr

Contracts fwded 3/15 by express JEC

RECEIVED
MAR 16 1945
FOR FILING

13-8361

March 14, 1945

Cont. 2720

E. C. Hall Company,
Rt. 6, Box 630,
Portland, Oregon.

Gentlemen:

The State Highway Commission, on March 13, 1945, awarded you the contract for the Burns Rock Production Project on three state highways in Harney County. This award was based on your low bid of $30,204.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jeo

cc: Mr. S.H.Probert
Mr. G.S.Paxson

18-8301 Chemult-Beaver Marsh Rock Prod.
The Dalles-Calif. & E. Diamond Lake

#2721 1945

Jm

RECEIVED
DEC 28 1946
FOR FILING

F.

**OREGON STATE HIGHWAY COMMISSION**

INTER-DEPARTMENT CORRESPONDENCE

18 - 8301

December 28, 1946

SUBJECT: Request for release of warrants on final estimates.

To:

Mr. H. B. Glaisyer
O-f-f-i-c-e

| | Vou. # | Cont. # | Est. # | Name | Am't. | Wt. # | Note |
|---|---|---|---|---|---|---|---|
| 1. | 17839 | 2721 | 4-Final | Rogers Constr. Co. | 919.94 | 300412 | [illegible] |
| 2. | | | | | | | |
| 3. | | | | | | | |
| 4. | | | | | | | |
| 5. | | | | | | | |
| 6. | | | | | | | |
| 7. | | | | | | | |
| 8. | | | | | | | |
| 9. | | | | | | | |
| 10. | | | | | | | |
| 11. | | | | | | | |
| 12. | | | | | | | |

Mr. Glaisyer:

We have your notice of acceptance on this contract.

I now have the warrant on Cont. 2848, Dobyns & Webb, covering their semi-final ( Est. #2 ) - Having called Mrs. Lewis who tells me that the claim of Mr. Denton is cleared up, I shall, with your consent, mail it this a.m. ???

aaw

OK

ACCOUNTING DIVISION

By __________
Bookkeeping Dept.

NOTED ON CARD
12-28-46, gx

Approved __________
Secretary

RECEIVED
AUG 2 1946
FOR FILING

18-8301

July 30, 1946

United Pacific Insurance Company,
Mrs. Karen Carter, Agent
627 Board of Trade Bldg.
Portland 4, Oregon

Dear Madam:

You are hereby notified that state highway contract No. 2721 for work on the Chemult-Beaver Marsh Section of the The Dalles-California and East Diamond Lake Secondary Highway, in Klamath County, has been completed by the contractor, Rogers Construction Company, and that final payment in the amount of $750. will be made as soon as possible after acceptance by the Highway Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $29,622.66, of which amount $300.22 represents the amount of force account items. This contract was completed on June 15, 1946, but has not as yet been accepted by the Commission.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD
7-30-46

REFERRED TO
Miss Lewis
BY SECRETARY

Record on card

5

Form E-1-5M-12-45

## OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 13, 1946

Section Chemult - Beaver Marsh

Kind of work Rock Project

Highway The Dalles - California

Section prefix 18-8301

Contractor Rogers Construction Company

Contract number 2721

Date of contract March 13, 1945

Date of completion September 30, 1945

Date work started October 1, 1945

Estimated date of completion June 15, 1946

Amount of contract $18,727.00

Per cent of time elapsed 228 %

Estimated cost of completed project, exclusive of engineering $19,772.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1200.00, 6.1 %

Date project was completed June 15, 1946

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on this project has been completed. Contractor completed removing of equipment and cleaning up on June 29th, and engineering work was completed July 10th.

NOTED
RAY WEBBER

NOTED
T. C. SMITH

NOTED
H. W. LIBBY

RECEIVED
[illegible] 1946

NOTED
E. A PEASE

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | 28.48 | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | 8000 | | |
| Estimated quantities moved or placed to date | | | 8000 | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.................... County, ......%; .................... County, ......%; .................... County, ......%; .................... County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ............

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . . . ............, . . . . . . ............, . . . . . . ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Partly cloudy & fair | | |
| Monday | Rain and wind | | |
| Tuesday | Fair & warm | | |
| Wednesday | " " | | |
| Thursday | " " | | |
| Friday | " " | | |
| Saturday | " " | | |

STATE PRINTING DEPT.

RECEIVED
[illegible] 22 1946
FOR FILING

18-83.01

July 22, 1946

United Pacific Insurance Company,
Mrs. Karen Carter, Agent
627 Board of Trade Bldg.
Portland 4, Oregon

Dear Madam:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Rogers Construction Company, on contract No. 2721, covering rock production on the Chemult-Beaver Marsh Section of The Dalles-California and East Diamond Lake Secondary Highway, in Klamath County. This payment, in the amount of $3,694.67, will be made on or after August 1, 1946. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands insurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD
7-22-46, gl

RECEIVED
JUL 3 1946
FOR FILING

18-8301

July 3, 1946

Rogers Cpnstruction Co.
Box C-4
Dayton, Wn.

Gentlemen:

The State Highway Commission, at it's meeting on June 26, 1946, granted you the extension of time requested, from April 15 to July 15, 1946, without penalty, in connection with contract No. 2721 for rock production on the Chemult-Beaver Marsh Section of The Dalles-California and East Diamond Lake Secondary Highway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

cc: Wm. E. Chandler

RECEIVED
MAR 4 1946
FOR FILING

18-8301

March 2, 1946

Rogers Construction Co.
Box C-4
Dayton
Washington

Gentlemen:

The State Highway Commission, at its meeting on February 25, 1946, granted you the extensions of time requested, without penalty, in connection with the following contracts:

Contract No. 2721 covering rock production on the Chemult-Beaver Marsh Section of The Dalles-California & E. Diamond Lake Secondary Highway, extended from January 1 to April 15, 1946.

Contract No. 2722 covering rock production on the Fort Klamath-Lobert Section of 5 State Highways, extended from November 15 to November 21, 1945.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

cc: William E. Chandler

RECEIVED
FEB 28 1946
FOR FILING

18 - 8301

February 27, 1946

United Pacific Insurance Company
400 Exchange Building
Seattle 14, Washington

Attention Mr. R. E. Eickman
Fidelity and Surety Department

Dear Mr. Eickman:

I am returning to you, herewith, the request of Rogers Construction Company for an extension of time within which to complete Contract No. 2721 for the Chemult-Beaver Marsh Rock Production Project on The Dalles-California and the East Diamond Lake Highways, in Klamath County.

This is a duplicate request for an extension of time up to and including April 15, 1946. The original, previously received, was acted on by the State Highway Commission at its meeting on Monday of this week, February 25, 1946, and I am pleased to inform you that the extension of time was granted at that time without penalty. In view thereof, the enclosed request is unnecessary.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:so 2/28
Enc.

UNITED PACIFIC
Insurance Company

HOME OFFICE - TACOMA, WASHINGTON
SEATTLE OFFICE - 400 EXCHANGE BUILDING
SEATTLE 14, WASHINGTON

February 25, 1946

RECEIVED
FEB 26 1946
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
319 State Office Building
Salem, Oregon

Re: Rogers Construction Company
Contract No. 2721-Bond No. 63694

Gentlemen:

We are enclosing herewith Request for Time Extension which has been executed in quadruplicate on behalf of Rogers Construction Company, as contractor, and our company, as surety, in connection with the Chemult-Beaver Marsh Rock Production Project in Klamath County.

This Request for Time Extension is a duplicate of the Request which was executed and returned January 18th, and which has been lost in the mail.

Yours very truly,

UNITED PACIFIC INSURANCE COMPANY

R. E. Eickman

Fidelity and Surety Department

R. E. Eickman
Encls. 4

extended to 4/15/46 on 2/25/46

AUTOMOBILE --- FIDELITY & SURETY --- BURGLARY & THEFT
LIABILITY & PROPERTY DAMAGE --- PLATE GLASS --- GROUP DISABILITY

RECEIVED
NOV 7 1945
FOR FILING

18-8301

November 6, 1945

Rogers Construction Co.
Box 644
Dayton
Washington

Gentlemen:

The State Highway Commission, at its meeting on October 29, 1945, granted you the extension of time requested from September 30, 1945, to January 1, 1946, without penalty, in connection with contract No. 2721 for rock production on the Chemult-Beaver Marsh Section of The Dalles-California Highway, in Klamath County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl

cc: Wm. E. Chandler
Division Engineer

RECEIVED
APR 10 1945
FOR FILING

18-8301

April 9, 1945

Rogers Construction Co.,
Box 6-4,
Dayton, Washington.

Gentlemen:

We are sending you today, by express, fully executed copies of contracts Nos. 2721 and 2722 which were awarded to you on March 13, 1945, by the State Highway Commission, as follows:

Contract No. 2721 covering Rock Production on the Dalles-California and East Diamond Lake Secondary Highway in Klamath County.

Contract No. 2722 covering Rock Production on State Highways in Klamath County.

These copies are for your records and files.

We are also sending executed copies to the surety on your bond.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG/gl

RECEIVED
MAR 16 1945
FOR FILING

March 15, 1945

Rogers Construction Company
Dayton
Washington

Gentlemen:

We are sending you today by express four copies of each of the following contracts which were awarded to you by the State Highway Commission on March 13, 1945:

✓ Contract No. 2721 covering work on the Chemult-Beaver Marsh Rock Production Project on The Dalles-California and East Diamond Lake Highways in Klamath County requiring approximately 8,00 cu. yds. crushed rock in stock piles.

Contract No. 2722 covering work on the Fort Klamath-Lobert Rock Production Project on five state highways in Klamath County requiring approximately 12,500 cu. yds. crushed rock in stock piles.

Kindly execute all four copies of each of these contracts as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy of each contract will be returned to you for your records and files. We will also send an executed copy of each contract to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under these contracts in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

mls

Contract fwded 3/15 by express
KMR

RECEIVED
MAR 16 1945
FOR FILING

March 14, 1945

18-8301

Cont. 2721

Rogers Construction Co.
Dayton,
Washington

Gentlemen:

The State Highway Commission, on March 13, 1945, awarded you the contract for the Chemult-Beaver Marsh Rock Production Project on The Dalles-California and East Diamond Lake Highways, in Klamath County. This award was based on your low bid of $18,727.00 submitted on that date. Cont 2721

You were also awarded the contract for the Fort Klamath-Lobert Rock Production Project on five state highways, in Klamath County, based on your low bid of $24,800.00. Cont. 2722

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

mls

cc: Mr. S.H.Provert
Mr. G.S.Paxson

RECEIVED
MAR 16 1945
FOR FILING

18-8301

March 14, 1945

Cont. 2721

Rogers Construction Co.,
Dayton,
Washington.

Gentlemen:

The State Highway Commission, on March 13, 1945, awarded you the contract for the Chemult-Beaver Marsh Rock Production Project on The Dalles-California and East Diamond Lake Highways, in Klamath County. This award was based on your low bid of $18,727.00 submitted on that date.

You were also awarded the contract for the Fort Klamath-Lobert Rock Production Project on five state highways, in Klamath County, based on your low bid of $24,800.00.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

joe

cc: Mr. S.H.Probert
Mr. O.S.Paxson

18-8302 Fort Klamath-Lobert Rock Prod. on 1945
Five Highways

#2722

RECEIVED
APR 2 1946
FOR FILING

18-8302

April 1, 1946

United Pacific Insurance Company,
Mrs. Karen Carter, Agent
627 Board of Trade Bldg.
Portland 4, Oregon

Dear Madam:

You are hereby notified that state highway contract No. 2722 for work on the Fort Klamath-Lobert Section on 5 State Highways, in Klamath County, has been completed by the contractor, Rogers Construction Company, and that final payment in the amount of $783. will be made on or after April 11, 1946.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $26,256.35, of which amount $596.91 represents the amount of force account items. This contract was completed on November 17, 1945 and accepted by the Commission on December 27, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl NOTED ON CARD

4-1-46 gl

RECEIVED
MAR 4 1946
FOR FILING

18-8302

March 2, 1946

Rogers Construction Co.
Box C-4
Dayton
Washington

Gentlemen:

The State Highway Commission, at its meeting on February 25, 1946, granted you the extensions of time requested, without penalty, in connection with the following contracts:

Contract No. 2721 covering rock production on the Chemult-Beaver Marsh Section of The Dalles-California & E. Diamond Lake Secondary Highway, extended from January 1 to April 15, 1946.

Contract No. 2722 covering rock production on the Fort Klamath-Lobert Section of 5 State Highways, extended from November 15 to November 21,1945.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

cc: William E. Chandler

RECEIVED
DEC 14 1945
FOR FILING

18-8302

December 12, 1945

United Pacific Insurance Company,
Mrs. Karen Carter, Agent
627 Board of Trade Bldg.
Portland 4, Oregon

Dear Madam:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Rogers Construction Company, on contract No. 2722, covering Rock Production on the Fort Klamath-Lobert Section of five State Highways, in Klamath County. This payment, in the amount of $9,867.53, will be made on or after December 22, 1945. The retained percentage is $787.84.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl

NOTED ON CARD
12-12-45; gl

Form E-1—5M—6-44

## OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 24, 1945

Section Fort Klamath - Lobert

Kind of work Rock Production

Highway Adjacent State Highways

Section prefix 18 - 8302

Contractor Rogers Construction Company

Contract number 2722

Date of contract March 13, 1945

Date of completion October 20, 1945

Date work started August 13, 1945

Estimated date of completion November 21, 1945

Amount of contract . . . . . . . . $ 24800

Per cent of time elapsed 100 plus %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . . $ 26261.20

Per cent of contract completed, based on total contract price . . . . . . . . . . . 100 %

Engineering cost to date, $ 1021.78, 3.89 %

Date project was completed 11-17-45, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contract completed and semi-final estimate sent in November 21, 1945.

This is the final report on this job.

RECEIVED NOV 26 1945

m

H. G. SMITH

NOTED

NOTED E. A. PEASE

Signed P. P. Whitmore P. P. Whitmore, Resident Engineer

Address Klamath Falls, Oregon

**Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file**

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | 13130 | | |
| Estimated quantities moved or placed to date | | | 13343 | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | 1 | | |
| Hours per shift | | | 9 | | |
| Average force on project for week | | | 2 | | |

Percentages of men employed on contract to be secured from:

.................... County, ......%; .................... County, ......%; .................... County, ......%; .................... County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ............

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . . . ............, . . . . . . ............, . . . . . .

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

STATE PRINTING DEPT.

RECEIVED
NOV 7 1945
FOR FILING

18-8302

November 6, 1945

Rogers Construction Co.
Box C-4
Dayton
Washington

Gentlemen:

The State Highway Commission, at its meeting on October 29, 1945, granted you the following extensions of time, without penalty:

Contract No. 2721, for rock production on the Chemult-Beaver Marsh Section of The Dalles-California and N. Diamond Lake Secondary Highway, extended from September 30 to Jan. 1, 1946.

Contract No. 2722, for rock production on the Fort Klamath-Lobert Section on State Highways in Klamath County, extended from September 30, to November 1, 1945.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl

cc: Wm. E. Chandler
Division Engineer

COPY

RECEIVED
SEP 19 1945
FOR FILING

18-8302

Cross Referenced To
Materials
Crushed Rock
& Gravel

**OREGON STATE HIGHWAY COMMISSION**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1945.

SUBJECT: Rock purchased by Klamath Indian Agency

To:

Mr. C. B. McCullough,
Assistant State Highway Engineer,
Office.

NOTED
Asst. State Highway Engineer

Dear Sir:

Reference is made to your letter of August 18th to the Superintendent of the Indian Agency at the Klamath Indian Agency, Oregon.

As authorized by your letter some 580 cubic yards of stone were removed by the Indian Agency and placed on their driveways. We attach hereto a copy of a letter from Tom Edwards dated September 11th conveying the request of the Indian Agency officials that they now be billed for an equivalent amount of rock to be produced by our contractor. Mr. Chandler approves this procedure as does Mr. Collier.

The only question which arises in this connection is that of engineering costs; however, it has been pointed out that this agency has been particularly cooperative with the Highway Department in may ways and on many occasions and, therefore, the matter of a few dollars engineering expense should not be interjected into this transaction.

With your approval we will submit a request for outside billing and credit the amount of the Agency payment to the contractor, and request the contractor to furnish an equivalent amount of rock in addition to hispresent contract.

Very truly yours,

APPROVED
Assistant State Highway Engineer

I. A. DeFrance,
Assistant Maintenance Engineer.

IADeF:lmg

Original approved & returned to DeFrance
Sept 18, 1945. - CBMcCullough

COPY

FORM E-30 25M 7-43

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 11, 1945.

SUBJECT: Rock purchased by Klamath Indian Agency.

To: Mr. William E. Chandler,
Division Engineer,
Oregon State Hwy. Dept.
Bend, Oregon.

Dear Mr. Chandler:

On August 6th Mr. B. G. Courtright of the Klamath Indian Agency addressed to this office a request to buy from the department some crushed stone piled on one of our stockpile sites south of Klamath Agency. I reported this matter with a recommendation that the Agency be allowed to use the material provided they made arrangements with our contractor to replace in kind the same yardage in material at the contract price in effect at the Klamath Agency rock production set up.

On August 18th Mr. McCullough wrote Mr. Courtright approving this arrangement with this office receiving a copy on August 22nd. I immediately contacted the Indian Agency but found that the material had already been removed. Mr. Courtright advised me that they kept a double check on the amount removed and paid their contractor for hauling and placing 585 yards.

The total value of the material removed at the contract price in effect at this time would then be as follows:

| | | |
|---|---|---|
| 1. | 585 c. yd. crushed stone at $1.60 | $936.00 |
| 2. | Hauling 585 c.yd. material 3.15 mi at 12¢ per c. y. | 221.13 |
| | Total | $1157.13 |

To simplify this matter, I believe the best method of procedure would be for the Klamath Agency to make payment directly to the highway department of the amount involved and the payment then be credited in turn to the contract fund set up for the Klamath Agency Rock Production Project. This would permit the purchase of $1157.00 worth of additional material at such place as desirable for our use, preferably at the quarry site.

Resident Engineer Weaver has requested that the transaction be handled in this manner and Mr. Courtright of the Indian Agency has indicated that they would also prefer to handle the matter in this manner, it being their preference to make direct payment to the highway department rather than enter into an agreement with the rock producing contractors.

Anticipating your approval of this procedure, we have prepared and attached hereto a request for outside billing covering the transaction and have attached also a copy of the bill presented to the Klamath Indian Agency by their contractor covering removal of the material from our stockpile site.

Yours truly,

(sgd) Tom Edwards
Dist. Maint. Supt.

TE/gc
cc/ Mr. J. B. Weaver

RECEIVED
AUG 20 1945
FOR FILING
Materials
Crushed Rock &
Gravel

Salem, Oregon
August 18, 1945

Mr. E. A. Collier

Herewith three copies of a letter which I have just written Superintendent B. G. Courtright of the Klamath Indian Agency.

I thought you might want to send the extra carbon copies to Chandler and Edwards.

C. B. McCullough
Assistant State Highway Engineer

CBM:oj
Encls.

August 18, 1945

Mr. B. G. Courtright
Superintendent
U. S. Indian Agency
Klamath Agency, Oregon

Dear Mr. Courtright:

Reference is made to your communication of August 6 addressed to Mr. Edwards and making inquiry as to whether or not it would be possible to buy from our Department some of the crushed stone we have piled along US97 about 1½ miles south of the Agency.

In reporting on this matter Mr. Edwards states that there are approximately 400 cubic yards of material in this pile, and suggests that you be allowed to use this material, provided you make arrangements with our contractor, who will shortly be crushing rock at the Agency quarry, to replace in kind the same yardage of material at the contract price in effect at this setup. Mr. Edwards' recommendation is concurred in by Division Engineer Chandler and Maintenance Engineer Collier, and this office concurs.

You may, therefore, consider this your authority to take this material with the understanding that you make arrangements with our contractor to replace it with an equal amount of similar material this fall.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:oj
cc: Mr. H. A. Collier (3)

FORM E-30 25M 4-45

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17, 1945

SUBJECT:

To:

C. B. McCullough
Assistant State Highway Engineer
Department

Dear Sir:

Herewith letter from Indian Agent Courtright asking for approximately 400 cubic yards of 3/4" - 1/2" crushed rock near Klamath Indian Agency.

Mr. Edwards and Mr. Chandler recommend we advise Courtright he may take this rock if he will make arrangement with our contractor to replace it with an equal amount of similar rock this fall.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:FW

cc Wm. E. Chandler

FORM E-80 5M 4-40

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

AUG 9 RECD

Klamath Falls
August 8, 1945

**SUBJECT:** Purchase of Stockpile by U. S. Indian Agency

**To:**

Mr. William E. Chandler
Division Engineer
Oregon State Hwy. Dept.
Bend, Oregon

RECEIVED
AUG 13 1945
OFFICE OF
MAINTENANCE ENGINEER

Dear Mr. Chandler:

Attached hereto please find a request from the United States Indian Agency to purchase a stockpile of 3/4 to ½ inch rock which we have on hand at M.P. 253.01. Our records show that there is approximately 400 cubic yards of material in this pile.

I would suggest that the agency be allowed to use this material and that they make arrangements with our contractor who will shortly be crushing rock at the Agency Quarry to replace the material at the contract price in effect at this set up.

Yours truly,

Tom Edwards

Tom Edwards
Dist. Maint. Supt.

TE/gc

Collier: This is an accommodation to the agency. Recommend the arrangement. C

NOTED
E. A. COLLIER

C O P Y

United States

Department of the Interior

Office of Indian Affairs
Field Service

Airport
Driveways
and entrance

U. S. Indian Agency
Klamath Agency, Ore.
August 6, 1945

RECEIVED
AUG 13 1945
OFFICE OF
MAINTENANCE ENGINEER

Mr. Thomas Edwards
Engineer, Oregon State Hwy. Dept.
2556 Altamont Drive
Klamath Falls, Ore.

Dear Mr. Edwards:

We are desperate in our search for crushed rock or gravel for our new driveway and entrance and a portion of the air strip at our new airport at the Agency. We have searched everywhere and have tried to get our own crew together for the purpose, but to no avail.

Would it be possible to buy from your Department some of the crushed stone and have piled along U. S. 97, about 1½ miles south of the Agency, or about a mile from the airport? This size is just right for our purpose and thedistance is short. We would like to purchase this and also if possible to have your trucks haul and dump and we can spread some way. We are willing, of course, to pay you well for this. I do not know the size or description or technical designation of the size in the pile but I have examined it and it is just what we need. In fact, we would like to purchase the whole stockpile if this can be arranged.

Anything you can do for us in this connection will be appreciated, and thanking you for this and the many past considerations and courtesies, I am

Very truly yours,

B. G. Courtright
Superintndent

BGC-c

C O P Y

RECEIVED
APR 10 1945
FOR FILING

18-8302

April 9, 1945

Mrs. Karen Carter, Agent,
United Pacific Insurance Co.,
627 Board of Trade Bldg.,
Portland 4, Oregon.

Dear Madam:

We are sending you today, by express, fully executed copies of contracts Nos. 2721 and 2722 which were awarded to Rogers Construction Co., by the State Highway Commission, on March 13, 1945, covering the following:

Contract No. 2721 for Rock Production on The Dalles-California and East Diamond Lake Secondary Highway in Klamath County.

✓ Contract No. 2722 for Rock Production on State Highways in Klamath County.

In as much as you are surety for the contractor on this job, we are sending you these copies of the contracts for your records and files.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG/gl

RECEIVED
APR 10 1945
FOR FILING

18-8302

April 9, 1945

Rogers Construction Co.,
Box C-4,
Dayton, Washington.

Gentlemen:

We are sending you today, by express, fully executed copies of contracts Nos. 2721 and 2722 which were awarded to you on March 13, 1945, by the State Highway Commission, as follows:

> Contract No. 2721 covering Rock Production on the Dalles-California and East Diamond Lake Secondary Highway in Klamath County.

> ✓ Contract No. 2722 covering Rock Production on State Highways in Klamath County.

These copies are for your records and files.

We are also sending executed copies to the surety on your bond.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG/gl

RECEIVED
MAR 16 1945
FOR FILING

18-8302
2722

March 15, 1945

Rogers Construction Company
Dayton
Washington

Gentlemen:

We are sending you today by express four copies of each of the following contracts which were awarded to you by the State Highway Commission on March 13, 1945:

Contract No. 2721 covering work on the Chemult-Beaver Marsh Rock Production Project on The Dalles-California and East Diamond Lake Highways in Klamath County requiring approximately 8,000 cu. yds. crushed rock in stock piles.

✓ Contract No. 2722 covering work on the Fort Klamath-Lobert Rock Production Project on five state highways in Klamath County requiring approximately 12,500 cu. yds. crushed rock in stock piles.

Kindly execute all four copies of each of these contracts as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy of each contract will be returned to you for your records and files. We will also send an executed copy of each contract to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under these contracts in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

rmp

Contracts fwded 3/15 by express

20-8303 Trent-Salt Creek Falls Rock Prod.
Willamette Highway 1945

#2723

Form E-114—5M—9-45

## OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT
# FOR SURVEYS ONLY

Date June 1st. 1946

Job name Salmon Creek Gravel Bar Site

Week from May 26 to June 1st.

Mail address Eugene, Ore. % Court House

Highway Willamette

Telegraph or telephone address 3137

County Lane Job Prefix 20-8303

Express and freight address % Court House

---

*General information covering progress of work by party and important developments, instructions from Division Engineer, changes in personnel of party, etc.:*

The field crew have been setting right of way posts and iron pipes on the Salmon Creek Gravel Bar Site.

NOTED
RAY WEBBER

NOTED
H. G. SMITH

RECEIVED
JUN 3 1946
OFFICE OF
ENGINEER

NOTED
H. W. LIBBY

NOTED
E. A. PEASE

Signed B. A. Martin

Title Locating Engineer

USE BACK IF ADDITIONAL SPACE IS REQUIRED

| Day of Week | WEATHER CONDITIONS A. M. | WEATHER CONDITIONS P. M. |
|---|---|---|
| Sunday . . . | Clear | Clear |
| Monday . . . | " | " |
| Tuesday . . . | " | " |
| Wednesday . . | " | " |
| Thursday . . | " | " |
| Friday . . . | " | " |
| Saturday . . | " | |

### INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

### *SURVEYS*

*Total mileage of section to be surveyed* ..........

*Miles of preliminary staked* ..........

*Miles of location staked* ..........

*Per cent of field work complete* .......... 85%

*Per cent of office work complete* .......... 65%

*Number of days worked on this project* .......... 19

*Number of men in party* .......... 6

*Salary expense this week* .......... 205.17

*All other expenses this week* .......... 00

*Previous total expenditures this survey* .......... 394.26

*Total expenditures including this week* .......... 599.43

*Survey will be completed about* June 10th 1946

*Completed survey will cost about* ..........

*Per mile cost of survey will be about* ..........

---

Amount authorized to complete the survey

Will the amount authorized be sufficient
to complete the survey

Additional amount requested

RECEIVED
APR 2 1946
FOR FILING

20-8303

April 1, 1946

General Casualty Co. of America,
Legler & McGahuey, Agents
Oregon City
Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2723 for work on the Trent-Salt Creek Falls Section on the Willamette Highway, in Lane County, has been completed by the contractor, Fisher Bros., and that final payment in the amount of $1,573.86 will be made on or after April 11, 1946.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $52,462.09, and that no force account work was performed therein. This contract was completed on October 5,1945 and accepted by the Commission on December 14, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

NOTED ON CARD
4-1-4

gl

R. H. Baldock

RECEIVED
MAR 28 1946
FOR FILING

20-8303

NOTED
State Highway Engineer

March 20th, 1946

# FINAL COST ANALYSIS

Willamette Highway
Prefix 20-8303

Trent-Salt Creek Falls
Contract No. 2723
Fisher Bros., Contractors

Rock Production

E. E. Umphlette, Resident Engineer

| Item | Cost | Quantity | Unit | Unit Cost | Unit Bid | Gross Revenue |
|---|---|---|---|---|---|---|
| 1¼"-3/4" Cr. Rock in Stockpile | $3,349.53 | 1,991.4 | Cu. Yd. | $1.68 | $2.10 | $4,181.94 |
| 3/4"-½" " " " | 19,667.63 | 11,693.0 | " " | 1.68 | 2.10 | 24,555.30 |
| ½"-¼" " " " | 14,106.42 | 8,386.7 | " " | 1.68 | 2.10 | 17,612.07 |
| ¼"-10 Mesh " " | 4,522.23 | 2,688.6 | " " | 1.68 | 2.10 | 5,646.06 |
| Haul Adjustment in Favor of State | | 3,337.5 | Yd. Mi. | Deduction | 0.13 | - 433.88 |
| PA #1, ½"-¼" in S.P. | 1,053.70 | 900.6 | Cu. Yd. | 1.17 | 1.00 | 900.60 |
| | | | | | | $52,462.09 |
| Sales to County and City | 7,643.43 | 4,485 | Cu. Yd. | 1.70 | 1.95 | 8,753.00 |
| | $50,342.94 | | | | | $61,215.09 |

| | |
|---|---|
| Gross Revenue | $61,215.09 |
| Total Cost | 50,342.94 |
| Net Profit | $10,872.15 |

Net Profit Equals 17.8% of Gross Revenue

# Trent-Salt Creek Falls

## Detail of Cost

| | | |
|---|---|---|
| **Labor:** | | |
| Supervision | $1,600.00 | |
| Labor | 11,212.47 | |
| State Industrial Accident Insurance | 408.13 | |
| Social Security | 112.12 | |
| Unemployment Insurance | 224.24 | |
| | | $13,556.96 |
| **Equipment Rental & Misc. Supplies:** | | |
| Equipment Rental | $10,010.00 | |
| Hired Trucks (Including Drivers) | 17,648.22 | |
| Gas, Oil & Grease | 3,501.39 | |
| Plant Supplies & Small Tools | 610.12 | |
| Move In & Set Up, Frt. & Cartage | 1,861.78 | |
| P.U.C. | 372.43 | |
| Public Liability Insurance | 197.60 | |
| Office Expense | 395.43 | |
| Home Office & General Overhead | 1,573.86 | |
| Bond | 524.62 | |
| Royalty | 90.53 | |
| | | 36,785.98 |
| | | $50,342.94 |

## Trent-Salt Creek Falls

## Breakdown of Crushing Costs

| | Total Cost | Cu. Yd. | Unit Cost |
|---|---|---|---|
| Move In & Set Up (2 Sites) | $4,364.72 | 30,145 | $0.145 |
| Load in Pit | 3,137.08 | " | 0.104 |
| Haul to Crusher | 2,789.00 | " | 0.093 |
| Crushing Operations | 15,085.73 | " | 0.50 |
| Proratable Expense | 4,517.18 | " | 0.15 |
| | $29,893.71 | 30,145 | $0.992 |
| Haul to Stockpile Av. 4.9 Miles | 15,839.16 | 25,660 | 0.62 |
| Stockpiling | 1,919.20 | " | 0.07 |

Av. Production M.P. 19.13 - 39 Cu. Yd. per Hour

" " M.P. 35.06 - 47 " " " "

[illegible]

**Remarks:**

This contract, [illegible] of maintenance material, [illegible] contractor started work on June [illegible] on October 6th, [illegible]

The contractor's [illegible]

The [illegible]

The [illegible]

[illegible]

RECEIVED
FEB 25 1946
FOR FILING

20 - 8303

OREGON STATE HIGHWAY COMMISSION

Salem, Oregon
February 25, 1946

Final Estimate
Contract 2723

Mr. K. B. Lytle
Division Highway Engineer
Roseburg, Oregon

Dear Sir:

Mr. E. E. Umphlette's letter dated February 26, regarding the final estimate on the Trout-Salt Creek Project, Contract No. 2723, has been received by this office.

Due to shortages in our staff during the last three months, we have not been able to release this, and other, finals. However, our checking engineer will start the final check on this project in about ten days. The final voucher will be prepared as soon as possible when his work is completed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by D. B. Parkes/GS

cc to Fisher Brothers
Rt. 3, Box 168-A
Oregon City, Oregon

E. E. Umphlette

[illegible] REVISED [illegible]

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
February 20, 1946

**Subject:** Final Estimate - 20-8303

**To:** Mr. K. D. Lytle,
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

Please find attached hereto a letter from W. H. Fisher, Partner of Fisher Brothers, in regard to not receiving their final estimate for the Trent-Salt Creek Project, Contract #2723.

My file on the job shows that the semi-final estimate was mailed to your office on October 15, 1945, and the third notification date on which contractor completed the removal of equipment and plant was November 13th. Third notification form was submitted Novermber 14, 1945.

Very truly yours,

E. E. Umphlette
E. E. Umphlette
Resident Engineer

eu/
cc to W. H. Fisher
Encl.

To: Probert
Why?
K.D. Lytle

[illegible]

HER
BEAVERCREEK 16551

WALTER H. FISHER
PHONE BEAVERCREEK 1715

**FISHER BROTHERS**
**GENERAL CONTRACTORS**
PHONE 26981
OREGON CITY, OREGON

Feb. 16th 1946

Mr. E. E. Umphlette,
District Engineer,
Eugene, Oregon.

Dear Sir;

It has been several months since we finished our job at Oak Ridge for the State Highway Department and not having heard from them in any regarding the final estimate we are wondering if by an oversight you forgot or mislaid it.

Will you please check and advise us.

Yours very truly,
Fisher Bros.
By W. H. Fisher
Partner

FB/HEH

RECEIVED
NOV 7 1945
FOR FILING
20-8303

November 6, 1945

Fisher Bros.
Route #3
Oregon City
Oregon

Gentlemen:

The State Highway Commission, at its meeting on October 29, 1945, granted you the extension of time requested, from August 31 to October 10, 1945, without penalty, in connection with contract No. 2723 for rock production on the Trent-Salt Creek Falls Section of the Willamette Highway, in Lane Co.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

BY
H. B. Glaisyer
Secretary

gl

cc: K. D. Lytle
Division Engineer

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[illegible] 23 1945
FOR FILING

20-8303

October 22, 1945

General Casualty Company of America
Legler & McGahuey, Agents
Route #3
Oregon City, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Fisher Bros., on contract No. 2723, covering Rock Production on the Trent-Salt Creek Falls Section of the Willamette Highway, in Lane County. This payment, in the amount of $15,142.93, will be made on or after November 1, 1945. The retained percentage is $1,573.86.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl

[illegible] CARD

10-22-45, gl

Form E-1—[illegible]

RECEIVED
OCT 1 1945

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

*For Week Ending* Sept. 29, 1945

*Section* Trent-Salt Creek Falls

*Kind of work* Furnish Crushed Matl. in Stockpiles

*Highway* Willamette

*Section prefix* 20-8503-[illegible]

*Contractor* Fisher Brothers

*Contract number* 2723

*Date of contract* March 13, 1945

*Date of completion* Aug. 31, 1945

*Date work started* June 7, 1945

*Estimated date of completion* Oct. 6, 1945

*Amount of contract* $ 50,400

*Per cent of time elapsed* 200/171 117 %

*Estimated cost of completed project, exclusive of engineering* $ 52,000

*Per cent of contract completed, based on total contract price* 96 %

*Engineering cost to date,* $ 1,320.00, 3 %

*Date project was completed* 10-5-45, 19

*General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:*

PROGRESS BY CONTRACTOR

The contractor operated his crushing plant at M.P. 35.06 all week, averaging approximately 350 cu. yds. per day. There is about 1,000 cu. yds. of material yet to produce to complete the contract.

ENGINEERING

Party of 3 men 3 days remeasuring stockpiles.

*Signed*

*Address* Box 507, Eugene

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  | 48.00 |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  |  |  |
| Total estimated quantities |  |  | 25,000 C.Y. |  |  |
| Estimated quantities moved or placed to date |  |  | 24,000 " " |  |  |
| Average daily quantities |  |  | 350 " " |  |  |
| Average daily quantities necessary to complete project on time |  |  | Time Expired |  |  |
| Number shifts per day |  |  | 1 |  |  |
| Hours per shift |  |  | 8 |  |  |
| Average force on project for week |  |  | 14 |  |  |

Percentages of men employed on contract to be secured from:

............ County, ....%; ............ County, ....%; ............ County, ....%; ............ County, ....%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men | 5 |  |  |  |  | 2 | 7 |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons | 6 |  |  |  |  |  | 6 |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors | 1 |  |  |  |  |  | 1 |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels ........, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants 1

Compressors ........, Bulldozers 1, Sheep-foot rollers ........, ........, ........, ........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Cloudy |  |  |
| Monday | Fair |  |  |
| Tuesday | " |  |  |
| Wednesday | " |  |  |
| Thursday | " |  |  |
| Friday | " |  |  |
| Saturday | " |  |  |

STATE PRINTING DEPT.

RECEIVED
[illegible] 1945
FOR FILING

20-8303

April 3, 1945

Fisher Bros.,
Rte. #3,
Oregon City, Oregon.

Gentlemen:

We are sending you today, by express, a fully executed copy of Contract No. 2723 covering Trent-Salt Creek Falls Section on Willamette Highway; also Contract No. 2728 covering Maupin-Criterion Section on The Dalles-California Highway, for crushed rock in Stockpiles, awarded to you on March 13, 1945, by the State Highway Commission. These copies are for your records and files.

We are also sending executed copies to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

RBC/gl

RECEIVED
MAR 16 1945
FOR FILING

March 15, 1945

Fisher Brothers
Route 3
Box 166 A
Oregon City, Oregon

Gentlemen:

We are sending you today by express four copies of each of the following contracts which were awarded to you by the State Highway Commission on March 13, 1945:

Contract No. 2728 covering work on the Maupin-Criterion Rock Production Project on The Dalles-California Highway in Wasco County requiring approximately 6,700 cu. yds. crushed rock in stock piles.

Contract No. 2729 covering work on the Trent-Salt Creek Falls Rock Production Project on the Willamette Highway in Lane County requiring approximately 24,000 cu. yds. crushed rock or crushed gravel in stock piles.

Kindly execute all four copies of each of these contracts as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy of each contract will be returned to you for your records and files. We will also send an executed copy of each contract to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under these contracts in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

FMF

RECEIVED
MAR 16 1945
FOR FILING

20 - 8303

Cont. 2723

March 14, 1945

Fisher Bros.,
Rt. 3, Box 168-A,
Oregon City, Oregon.

Gentlemen:

The State Highway Commission, on March 13, 1945, awarded you the contract for the Trout-Salt Creek Falls Rock Production Project on the Willamette Highway, in Lane County. This award was based on your low bid of $50,400.00 submitted on that date.

You were also awarded the contract for the Maupin-Criterion Rock Production Project on The Dalles-California Highway in Wasco County, based on your low bid of $15,175.00.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

jes Secretary

cc: Mr. S.H.Probert
Mr. G.S.Paxson

20-1120 Duval Creek Bridge Reconstruction
Willamette Highway 1945

#2724

RECEIVED
NOV 15 1946
FOR FILING

20-1150

AGENDA
OCT 28 1946

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1946

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

The bridge over Duval Creek, Contract No. 2724, Tom Lillebo, contractor, was completed August 25, 1946.

Will you please obtain authorization to make final payment?

Very truly yours,

WAReeves
W. A. Reeves
Bridge Office Engineer

WAR BW

cc G. Lewis

October 29, 1946
HBGlaisyer

RECEIVED
OCT 16 1946
[illegible]

File

20-1120

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 CASCADE BUILDING
520 S. W. SIXTH AVENUE, PORTLAND 4, OREGON
TELEPHONE: ATWATER 8511

W. TALBOT SINCLAIR
MANAGER

October 14, 1946

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Re: 58600-12-171-45 - Tom Lillebo - Duval Creek
Bridge - Con. 2724.

Dear Mr. Glaisyer:

With further reference to the above contract and your letter dated September 12th to Mr. Lillebo, copy of which you furnished us, we trust that you have received the letter referred to, duly signed, and the extension of the contract to August 25th is now in order.

Since the Commission's regular meeting was held September 23rd last, we presume the extension of time was granted and passed upon and is now definitely completed. If we are correct will you please have the enclosed Status Report completed and signed and return to us in due course, so we may retire our liability herein.

Very truly yours,

W. TALBOT SINCLAIR, MANAGER

Elwyn A Wride

By
Elwyn A. Wride, Supt.,
Fidelity and Surety Depts.

EAW:1
Enc.

RECEIVED
OCT 15 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 1 1946
FOR FILING

20-1120

October 1, 1946

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission at its meeting on September 25, 1946 granted you the extension of time requested, from June 30 to August 25, 1946, without penalty, in connection with contract No. 2724 for the Duval Creek Bridge on the Willamette Highway in Lane County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

cc:

RECEIVED
SEP 16 1946
FOR FILING

20-1120

September 12, 1946

Mr. Tom Lillebo
General Contractor
Reedsport, Oregon

Dear Mr. Lillebo:

I have before me your letter of September 1, 1946, directed to the Oregon State Highway Department, Salem, Oregon, requesting an extension of time of 125 days for the completion of the Duval Creek Bridge, Contract No. 2724.

This letter was forwarded to me by the U.S. Fidelity & Guaranty Company, security on your bond, together with the company's consent to the extension of time without prejudice to the bond.

It so happens that you did not sign this letter, so I am returning it to you with the request that you affix your signature thereto and return it to me for further handling. I would like to have this by Friday, September 20, 1946, in order that it may be acted on by the State Highway Commission at its meeting on Monday, September 23.

signed & returned 9/16/46

This will expedite the payment of the final estimate, which, I might say, cannot be paid unless the extension of time has been acted on by the Highway Commission. I would appreciate it, therefore, if you would give the matter your immediate attention.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

MBG:ec
Enc.
cc - Mr. Elwyn A. Wride

RECEIVED
SEP 11 1946
FOR FILING

20-1120

Sep. 10, 1946

United States Fidelity & Guaranty Co.,
Beulah Spalding, Agent
1112 Bedell Building
Portland 4, Oregon

Dear Sir:

You are hereby notified that State Highway Contract No. 2724 for work on the Duval Creek Section of the Willamette Highway, in Lane County, has been completed by the contractor, Tom Lillebo, and that final payment in the amount of $614.98 will be made after acceptance by the Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands insurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $6,617.57, of which amount $59.60 represents the amount of force account items. This contract was completed on August 25, 1946 but has not as yet been accepted by the Commission, moreover, the Commission's acceptance cannot be given until an extension of time is obtained. If we receive from you, as surety, a recommendation for an extension of time up to and including August 25, 1946, without prejudice to the bond, the Commission can consider it for acceptance at the next regular meeting on September 23.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
9-10-46 gl

H. B. Glaisyer
Secretary

gl

RECEIVED
SEP 16 1946
FOR FILING

20-1120

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND 4, OREGON
TELEPHONE: ATWATER 8511

W. TALBOT SINCLAIR
MANAGER

September 9, 1946

[illegible] see me

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: Bond 58600-12-171-45 - Tom Lillebo - Duval Creek Bridge, Willamette Highway in Lane County, Bridge 3992, Contract #2724.

Hold for now

Dear Mr. Glaisyer:

Confirming our long distance communication of this morning, we find on referring to our file that the letter enclosed with our letter of September 3rd was the only letter which Mr. Lillebo sent us, however, our file shows that we have a letter from him dated September first, which reads as follows:

"Enclosed is a request for time extension on Duval Creek job contract March 1945. Please attach letter granting consent to the extension and forward to G. S. Paxson's office, Oregon State Highway Department, Salem, Oregon."

That letter was signed by Mr. Lillebo, but evidently the letter we enclosed with our letter of September 3rd was the original request coming from Mr. Lillebo, which was not signed, therefore, it will be necessary that you forward that letter to him for his signature.

We will await your further instructions.

Very truly yours,

W. TALBOT SINCLAIR, MANAGER

By Elwyn A Wride
Elwyn A. Wride, Supt.,
Surety Department

RECEIVED
[illegible] 1946
OREGON
STATE HIGHWAY COMMISSION

EAW:1

U. S. F. & G.

RECEIVED
SEP 10 1946
FOR FILING

20-1120

September 9, 1946

United States Fidelity & Guaranty Company
1112 Cascade Building
520 Southwest Sixth Avenue
Portland 4, Oregon

Attention: Elwyn A. Wride, Supt.
Surety Department

Re: Bond 58600-12-171-45
Tom Lillebo

Dear Mr. Wride:

We have your letter of the 3rd, regarding an extension of time for Tom Lillebo in connection with Contract No. 2724, Duval Creek Bridge, Willamette Highway, in Lane County.

This contract was completed on August 25, 1946, and the final estimate is now being prepared. The time extension for which approval has been requested should extend from June 30, 1945, up to and including August 25, 1946, the completion date.

We are returning, herewith, the copy of Mr. Lillebo's letter which you furnished and one of our standard forms of request for time extension. We suggest that you complete the lower part of this form and return it to us with your approval.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

RK:dr
Encs.

cc - W. A. Reeves

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 CASCADE BUILDING
520 S. W. SIXTH AVENUE, PORTLAND 4, OREGON
TELEPHONE: ATWATER 8511

W. TALBOT SINCLAIR
MANAGER

September 3, 1946

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: Bond 58600-12-171-45 - Tom Lillebo -
Duval Creek Bridge, Willamette Highway
in Lane County, Bridge 3992, Contract
#2724.

Job completed middle of Aug. 45

Completed

Dear Mr. Glaisyer:

We are attaching hereto a letter addressed to the Oregon State Highway Department, Salem, Oregon, from the above contractor, which was forwarded to us with the request that we give our consent for the extension of time on the above captioned contract, but to the best of our knowledge and belief, this application has to be made direct to the State Highway Department and you in turn will furnish us with the form of consent of the surety to be signed.

You will observe from Mr. Lillebo's letter that he has asked for an extension of 425 days, which we are unable to understand, as it would not seem possible that he would want an additional 425 days from the date of his application, and even if he was referring to an extension of 425 days from the date the contract was to be completed, which was June 30, 1945, the 425 days would have expired by this time, however, we are enclosing his letter of application, but believe it will be necessary for you to write him in this connection and favor us with your advices.

Very truly yours,

W. TALBOT SINCLAIR, MANAGER

By Elwyn A. Wride
Elwyn A. Wride, Supt.,
Surety Department

RECEIVED
SEP 4 1946
OREGON
STATE HIGHWAY COMMISSION

EAW:1
Enc.

U. S. F. & G.

RECEIVED
JUL 22 1946
FOR FILING

20-1120

July 19, 1946

2724

Mr. W. Talbot Sinclair, Manager
U.S. Fidelity and Guaranty Co.
1112 Bedell Building
Portland 4, Oregon

Attention: Mr. Elwyn A. Wride, Supt.
Surety Department

Dear Mr. Wride:

I am returning to you, herewith, the status questionnaire concerning Tom Lillebo's contract for the replacement of an existing bridge over Duval Creek on the Willamette Highway, in Lane County, which you sent to me with your letter of July 18. The information concerning the status of this job, you will note, has been inserted.

The main part of the job was completed some time ago, but Mr. Lillebo has not cleaned up the premises or painted the handrail, which precludes payment of the final contract amount.

The submission of job questionnaires concerning state highway contracts should be mailed to the State Highway Commission as you have done. Sometimes we purposely delay completing a questionnaire because information available is rather old, as in this particular instance, and we like to supply up-to-the-minute information if we possibly can.

I have asked my assistant to see that the questionnaires are filled out and returned immediately hereafter regardless of the fact that the information available is rather old.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Eggstaff
note

HBG:ee
Enc.

Noted
Gl

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND 4, OREGON
TELEPHONE: ATWATER 8511

W. TALBOT SINCLAIR
MANAGER

I. R. LANG
SUPERINTENDENT OF CLAIMS

July 18, 1946

2724

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: Bond 58600-12-171-45 - Tom Lillebo -
Contract #2724 - Duval Creek Bridge
on the Willamette Highway in Lane
County.

Dear Mr. Glaisyer:

It seems to me that I have been bothering you considerably of late, all of which is brought about by the fact that when I need a little help, and that in a hurry, you always seem to come through, so once again I am going to ask your assistance in forwarding the attached status report to its final resting place at the State Capitol, as we have previously sent several of these status reports, addressing them only to the State Highway Commission, Salem, and none of them have found their way back to us.

If you will be kind enough to forward this to its proper destination, I am sure the proper department will give us the desired information.

Thanking you kindly for your assistance.

Very truly yours,

W. TALBOT SINCLAIR, MANAGER

By Elwyn A Wride
Elwyn A. Wride, Supt.,
Surety Department

RECEIVED
JUL 19 1946
OREGON
STATE HIGHWAY COMMISSION

EAW:1
Enc.

Data forwarded 7-19-46
FL

ANSWERED
H. B. GLAISYER

U. S. F. & G.

RECEIVED
JUN 5 1946
FOR FILING

20-1120

#2724

June 4, 1946

2724

United States Fidelity & Guaranty Co.
1112 Bedell Building
Portland 4, Oregon

Attention: Elwyn A. Wride, Supt.
Surety Department

Dear Sir:

Refernece is made to your request of May 31, for information as to the exact amount paid by the State Highway Commission to Mr. Tom Lillebo.

A check of our records indicates that the amount given in your letter ($2,558.35) is correct.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

RE:dr

**UNITED STATES FIDELITY AND GUARANTY COMPANY**
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND 4, OREGON
TELEPHONE: ATWATER 8511

W. TALBOT SINCLAIR
MANAGER

I. R. LANG
SUPERINTENDENT OF CLAIMS

52537

May 31, 1946

#2724

Oregon State Highway Commission
Salem, Oregon

Re: Tom Lillebo, Reedsport, Oregon

Gentlemen:

We have a financial statement of Mr. Tom Lillebo, as of December 31, 1945, who, through his signature to this statement, has granted authority to any individual, firm, or corporation, to furnish this Company, upon request, with information concerning his financial statement, or pertaining to his financial standing, credit, or manner of meeting obligations.

2032.97
525.38
2558.35

In view of this, we will appreciate it very much if you will verify the fact that as of December 31, 1945, the Oregon State Highway Commission owed Mr. Lillebo the sum of $2,558.35 as shown in his statement under Accounts Receivable.

We have no reason to believe that the figures given us are not correct, but it is our practice to secure verification of all financial statements given to us.

We enclose a stamped self addressed envelope for your convenience in replying and thank you in advance for your kindness.

2583.

Very truly yours,

W. TALBOT SINCLAIR, MANAGER

By Elwyn Wride
Elwyn A. Wride, Supt.,
Surety Department

[illegible]

EAW:1
Enc.

RECEIVED
JUN 1 1946
OREGON
STATE HIGHWAY COMMISSION

U. S. F. & G.

RECEIVED
AUG 28 1945
FOR FILING

20-1120

August 25, 1945

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

Reference is again made to your contract covering the construction of the Duval Creek Bridge on the Willamette Highway in Lane County. Contract for this project was awarded to you last March with a completion date of June 30, 1945. You have done no work on this project to date. We must insist that work be started immediately and completed within a reasonable time. If arrangements are not made to comply within the next ten days, we will be forced to refer the matter to your bonding company.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

GSP GM
cc G. S. Paxson

RECEIVED
APR 6 1945
FOR FILING

20-1120

April 6, 1945

Beulah Spalding, Agent,
United States Fidelity & Guaranty Co.,
1112 Bedell Building,
Portland 4, Oregon.

Dear Madam:

I am sending to you today, by express, a fully executed copy of Contract No. 2724 that was awarded by the State Highway Commission to Tom Lillebo on March 13, 1945, covering construction of the Duval Creek Bridge on the Willamette Highway in Lane County.

This copy is sent to you in as much as you appear as surety on the bond.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG/gl

RECEIVED
APR 6 1945
FOR FILING

20-1120

April 4, 1945

Mr. Tom Lillebo,
Reedsport, Oregon.

Dear Mr. Lillebo:

I am forwarding you today, by express, a fully executed copy of contract No. 2724 which was awarded to you on March 13, 1945, by the State Highway Commission covering construction of the Duval Creek Bridge on the Willamette Highway in Lane County.

I am also sending an executed copy to the surety on your bond.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HEG/gl

RECEIVED
MAR 16 1945
FOR FILING

March 15, 1945

Mr. Tom Lillebo
Reedsport
Oregon

Dear Mr. Lillebo:

We are sending you today by express four copies of Contract No. 2724 which was awarded to you by the State Highway Commission on March 13, 1945, covering reconstruction of Duval Creek Bridge on Willamette Highway in Lane County requiring approximately 130 cu. yds. excavation; 10 cu. yds. concrete; 9 M-FBM. untreated lumber; and 100 lin. ft. untreated trestle superstructure.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, page 13, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

rmr

Contracts sent by express 3/15

Noted in green book JEO

RMR

RECEIVED
MAR 16 1945
FOR FILING

20 - 1120

Cont 2724

March 14, 1945

Tom Lillebo,
Reedsport,
Oregon.

Dear Sir:

The State Highway Commission, on March 13, 1945, awarded you the contract for the Duval Creek Bridge on the Willamette Highway, in Lane County. This award was based on your low bid of $7,005.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jee

cc: Mr. S.H.Probert
Mr. G.S.Paxson

21-1014 Taft Section, curbs & wall
Oregon Coast Highway 1945

#2725

RECEIVED
AUG 7 - 1945
FOR FILING

21-1014

August 7, 1945

Fidelity and Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2725 for work on the Taft Section of the Oregon Coast Highway, in Lincoln County, has been completed by the contractor, Edlefsen-Weygandt Company, and that final payment in the amount of $513.40 will be made on or after August 17, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $4,911.65 and that no force account work was performed therein. This contract was completed on May 18, 1945, and accepted by the Commission on May 29, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

NOTED ON CARD
8-7-45 JK

RECEIVED
AUG 1 - 1945
FOR FILING

M

21-1014

August 1, 1945

Fidelity and Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Edlefsen-Weygandt Company, on contract No. 2725 covering Curb Construction on the Taft Section of the Oregon Coast Highway, in Lincoln County. This payment, in the amount of $979.60, will be made on or after August 11, 1945. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

NOTED ON CARD

8-1-45 gl

Form E-1—5M—3-43

RECEIVED
MAY 21 1945
OFFICE OF
MAINTENANCE ENGINEER

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 19, 1945, 19

Section Taft.

Kind of work Curb Construction

Highway Oregon Coast

Section prefix 21-1014

Contractor Edlefsen-Weygandt

Contract number 2725

Date of contract March 13, 1945, 19

Date of completion June 30, 1945, 19

Date work started April 2, 1945, 19

Estimated date of completion May ~~12~~ 19, 1945, 19

Amount of contract $ 5437.50

Per cent of time elapsed 61 %

Estimated cost of completed project, exclusive of engineering $ 5437.50

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 900, 16.5 %

Date project was completed May 19, 1945, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished placing rock. Considerable trouble getting materials from commercial plant. Hauled a few loads all week till Sat. Pipe handrail came in Friday night and set up Sat. evening. Expect that This data will be completion date. To be checked monday.

Survey party spent Sat. recrosssectioning Grant Creek ditch plotting and computing.

NOTED
[illegible]

NOTED
E. A. PEASE

RECEIVED
MAY 21 1945
OFFICE OF
CONST. [illegible] ENGINEER

Signed S Martin

Address Newport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.......... County, ......%; .......... County, ......%; .......... County, ......%; .......... County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ........., Power graders 1, Rollers ........., Mixers 1, Crushing or screening plants .........

Compressors ........., Bulldozers ........., Sheep-foot rollers ........., . . . . . ........., . . . . . ........., . . . . . .........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Rain | | |
| Monday | " | | |
| Tuesday | " | | |
| Wednesday | " | | |
| Thursday | " | | |
| Friday | Fair | | |
| Saturday | " | | |

STATE PRINTING DEPT.

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RECEIVED
MAY 3 1945
FOR FILING

21-1014

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26th, 1945

**SUBJECT:** Taft

To:
Mr. C. B. McCullough
Asst. State Highway Engineer
Office

Dear Sir:

In answer to Dr. Lake's letter addressed to Mr. Devers, concerning the work to be done at Taft.

The State is placing curbs, with the understanding that the property owners will construct the sidewalks. The contractor already has the curbs placed on the east side of the street and is placing them on the west side, so Dr. Lake can see on the ground exactly what we are doing.

In case he wants any information concerning the elevation for his building, Resident Engineer Walters is on the job every day.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR
Enc.

noted
5-2-45

RECEIVED
APR 6 1945
FOR FILING

21-1014

April 4, 1945

Edlefsen-Weygandt Co.,
9233 N. Calvert Ave.,
Portland 3, Oregon.

Gentlemen:

I am forwarding to you today, by express, a fully executed copy of contract awarded you on March 13, 1945, by the State Highway Commission for construction of concrete curbs at the town of Taft on the Oregon Coast Highway in Lincoln County, being Contract No. 2725.

I am also sending an executed copy to the Fidelity and Deposit Company in as much as they appear as surety on your bond.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG/gl

RECEIVED
MAR 16 1945
FOR FILING

March 15, 1945

Edlefsen-Weygandt Company
P. O. Box 5626
Portland 3, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2725 which was awarded to you by the State Highway Commission on March 13, 1945, covering work on the Taft Section of the Oregon Coast Highway in Lincoln County requiring approximately 600 cu. yds. excavation; 93 cu. yds. concrete; 2,100 lbs. metal reinforcement; 87 lin. ft. pipe handrail; and 450 cu. yds. rock surfacing.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

rer

Contract sent by express 3/15

Noted in green book
JEO

RMK

RECEIVED
MAR 16 1945
FOR FILING

21-1014

Cont 2725

March 14, 1945

Edlefsen-Weygandt Co.,
P. O. Box 5626,
Portland 8, Oregon.

Gentlemen:

The State Highway Commission, on March 13, 1945, awarded you the contract for the construction of concrete curbs and retaining wall on the Taft Section of the Oregon Coast Highway in Lincoln County. This award was based on your low bid of $5,437.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

jem Secretary

cc: Mr. S.H.Probert
Mr. C.B.Paxson

22-1114 Albany-Crabtree Corner Sec. Resurf.
Santiam Highway 1945
#2726

RECEIVED
NOV 23 1945
FOR FILING

22-1116

November 21, 1945

Beulah Spalding, Agent
United States Fidelity & Guaranty Co.
1112 Bedell Building
Portland 4, Oregon

Dear Madam:

You are hereby notified that state highway contract No. 2726 for work on the Albany-Crabtree Corner Section of the Santiam Highway, in Linn County, has been completed by the contractor, Warren Northwest, Inc., and that final payment in the amount of $2,377.60 will be made when the Commission has approved this contract.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $79,253.30 and that no force account work was performed therein. This contract was completed on August 17, 1945. The Commission has not as yet approved this contract, but we anticipate that it will do so at the next regular meeting.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

ee

NOTED ON CARD

11-21-45
ed

RECEIVED
OCT 29 1945
FOR FILING

22-1114

October 27, 1945

United States Fidelity & Guaranty Co.,
Ronald Spalding, Agent
1112 Bedell Building
Portland 4, Oregon

Dear Sir:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Warren-Northwest, Inc., on contract No. 2726, covering pavement resurfacing on the Albany-Crabtree Corner of the Santiam Highway in Linn County. This payment, in the amount of $3,129.42, will be made on or after November 6, 1945. The retained percentage is $12,377.60.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
H. B. Glaisyer
Secretary

gl

NOTED ON CARD
10-27-45, gl

RECEIVED
SEP 6 1945
FOR FILING

22-1114

Sept. 5, 1945

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, 1945

Gentlemen:

The State Highway Commission, at its meeting on August 30, 1945, granted you the extension of time requested, from July 31 to August 17, 1945, without penalty, in connection with contract No. 2726 for pavement resurfacing on the Albany-Crabtree Corner Section of the Santiam Highway, in Linn County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

gl

cc: F. D. Eason,
Division Engineer

Form E-1—5M—6-44

22-1114

## OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 18, 1945, 19

Section Albany - Crabtree Corner

Kind of work Pavement Resurfacing

Highway Santiam

Section prefix 22-1114

Contractor Warren Northwest, Inc.

Contract number 2726

Date of contract March 13, 1945, 19

Date of completion July 31, 1945, 19

Date work started May 23, 1945, 19

~~Estimated~~ date of completion Aug. 17, 1945, 19

Amount of contract $ 72,796.25

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 84,237.60

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 2600, 3.6 %

Date project was completed August 17, 1945, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Put on shoulder material Monday, Tuesday and Thursday. No work Wednesday because of Victory celebrations. Dressed and trimmed shoulders Friday, completing work under the contract.

State bridge crew still has intersection island to build at Crabtree Corner.

RECEIVED
AUG 20 1945

AUG 20 1945

Signed A. D. Benedict.

Address Route #1, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.......... County, ...%; .......... County, ...%; .......... County, ...%; .......... County, ...%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ..........., Power graders 1, Rollers 1, Mixers ..........., Crushing or screening plants 1

Compressors ..........., Bulldozers ..........., Sheep-foot rollers ..........., .........., .........., ..........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Clear all week. | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

STATE PRINTING DEPT.

RECEIVED
1945
FOR FILING

22 - 1114

**OREGON STATE HIGHWAY COMMISSION**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 11, 1945

SUBJECT: Improvement of Santiam Highway
at Crabtree Corner

To:

Mr. F. D. Eason
Division Engineer

NOTED
Asst. State Highway Engineer

Dear Sir:

Mr. DeFrance has handed you one copy of the plans and estimate of cost prepared by Mr. Crandall, Traffic Engineer, to improve the Santiam Highway at Crabtree Corner to eliminate the necessity of traffic stopping before entering the Santiam Highway from the Albany-Lyons Secondary Highway.

The Commission records show that the project was approved for the estimated cost of $6,000 at the meeting May 29, 1945.

All we have on the subject is a set of plans and a note from Mr. McCullough, which arrived July 2.

This project was discussed today with Mr. Baldock, H. G. Smith and Mr. Paxson. Russell Smith was at the office during part of the discussion.

Mr. Baldock wishes the bridge to be widened as soon as possible with state forces. The cost of this widening will be charged to the contract prefix as state force work on a contract project.

The bridge should be widened 26' on the right (southerly) side.

Mr. Hughlett and Mr. Smith will arrange the details tomorrow for securing materials and get the crew started.

I am advised by H. G. Smith that the balance of the project will be performed by the surfacing contractor, whose contract is now in force on this section of the highway.

Very truly yours,

WWStiffler

W. W. Stiffler
Assistant Maintenance Engineer

WWS/hd
cc H. G. Smith
C. B. McCullough

RECEIVED
APR 3 1945
FOR FILING

22-1114

April 3, 1945

Warren Northwest, Inc.,
P.O.Box 5072,
Portland 13, Oregon.

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2726 which was awarded to you on March 13, 1945, by the State Highway Commission, covering Albany-Crabtree Corner on the Santiam Highway for pavement resurfacing. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

BY

Secretary

HBO/gl

RECEIVED
MAR 21 1945
FOR FILING
22-1114

Salem, Oregon
March 19, 1945

Albany-Crabtree Corner, Prefix

Mr. F. D. Eason
Highway Division Engineer
Salem, Oregon

Dear Sir:

This will advise that the job prefix for the Albany-Crabtree Corner pavement resurfacing project, Contract No. 2726, will be 22-1114 instead of 22-4206, as originally assigned to this project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

G. H. Probert
Office Engineer

Dictated by L. E. Parsons/RR

cc to H. G. Smith

RECEIVED
MAR 16 1945
FOR FILING

22-1114

March 15, 1945

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2726, which was awarded to you by the State Highway Commission on March 13, 1945, covering 6.48 miles of pavement resurfacing on the Albany-Crabtree Corner Section of the Santiam Highway in Linn County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

rmr

Contract sent by express 3/15

Noted in greenbook
JEO

RMR

RECEIVED
MAR 16 1945
FOR FILING

22-4206

Cont. 2726

M

March 14, 1945

Warren Northwest, Inc.,
P. O. Box 5072,
Portland 13, Oregon.

Gentlemen:

The State Highway Commission, on March 13, 1945, awarded you the contract for the construction of the Albany-Crabtree Corner Section of the Santiam Highway in Linn County. This award was based on your low bid of $72,796.25 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jac

cc: Mr. S.H.Probert
Mr. G.S.Paxson

26-1155 Schmeer Road Jct. (N.Denver Ave.)
Pacific Highway West 1945

#2727

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[illegible] 27 1945
FOR FILING
26-1155
2727

## OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

SEP 27 1945

SUBJECT: Request for release of warrants on final estimates.

To:

Mr. H. B. Glaisyer
O-f-f-i-c-e

| | Vou. # | Cont. # | Est. # | Name | Am't. | Wt. # | Note |
|---|---|---|---|---|---|---|---|
| 1. | 9866 | 2727 | 5-final | Parker-Schram Co. | 763.23 | 277529 | Ok gl |
| 2. | | | | | | | |
| 3. | | | | | | | |
| 4. | | | | | | | |
| 5. | | | | | | | |
| 6. | | | | | | | |
| 7. | | | | | | | |
| 8. | | | | | | | |
| 9. | | | | | | | |
| 10. | | | | | | | |
| 11. | | | | | | | |
| 12. | | | | | | | |

Mr. G.

We have your advice of acceptance on this contract.

NOTED ON CARD
9-27-45 gl

ACCOUNTING DIVISION

By ~~Bookkeeping Dept.~~

Approved H B Glaisyer
Secretary

Glaisyer

RECEIVED
AUG 28 1945
FOR FILING

26-1155
2727

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 25, 1945

SUBJECT:

NOTED
H. B. GLAISYER

To:

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

The following report of weather working days in connection with the Parker-Schram, Schmeer Road Junction Section, contract No. 2727, has been prepared by Resident Engineer Porter, at Mr. Pease' request.

As you know, the contractor had to conduct grading operations adjacent to Denver Avenue which carried a large volume of traffic. He was therefor, not encouraged to start his work until after the rainy season, in order to avoid carrying mud from the barrow pit to the pavement. For this reason, we were somewhat liberal in charging off weather working days.

Very truly yours

F. T. Young
Acting Division Engineer

FTY:hd

List of weather working days filed in contract. HBG

RECEIVED
AUG 23 1945
FOR FILING

26-1155
2727

August 22, 1945

Glens Falls Indemnity Co.,
Rodgers Insurance Agency, Agents,
Title & Trust Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway Contract #2727 for work on the Schmeer Road Junction Section of the Pacific Highway West, in Multnomah County, has been completed by the contractor, Parker-Schram Company, and that final payment in the amount of $763.23 will be made after the job has been accepted by the State Highway Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your informa tion we wish to advise that the total contract amount is $20,967.64 and that no force account work was performed therein. According to information immediately available this contract was completed on July 25, 1945, but has not as yet been accepted by the Highway Commission. After the job has been formally accepted by the Commission a warrant, in the above amount, will be released.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

gl

[illegible] ON CARD
8-22-45 gl

C

RECEIVED
AUG 9 - 1945
FOR FILING

26 - 1155
2727

August 8,1945

Glens Falls Indemnity Company,
Rodgers Insurance Agency, Agents,
Title & Trust Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Parker Schram Company, on contract No. 2721, covering grading and paving on the Schmeer Road Junction Section of the Pacific Highway West, in Multnomah County. This payment, in the amount of $1,228.29, will be made on or after August 18, 1945. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

NOTED ON CARD
8-8-46 gl

A

Form E-1—5M—4-43

### OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
### FOR CONSTRUCTION PROJECTS ONLY

*For Week Ending* August 4, 1945

*Section* Schmeer Road Junction

*Kind of work* Grading and Paving

*Highway* Pacific West

*Section prefix* 26-1155

*Contractor* Parker-Schram Company

*Contract number* 2727

*Date of contract* March 13, 1945

*Date of completion* July 25, 1945

*Date work started* May 7, 1945

*Estimated date of completion* ______, 19__

*Amount of contract* . . . . . . $21,493.00

*Per cent of time elapsed* 100 %

*Estimated cost of completed project, exclusive of engineering* . . . . . . . . . . . . . . . $21,154.41

*Per cent of contract completed, based on total contract price* . . . . . . . . . . . . 100 %

*Engineering cost to date,* $2,250.00, 173 %

*Date project was completed* 7-25-45, 19__

*General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:*

The final estimata was finsihed and submitted to the Division Office on Aug. 3.

RECEIVED
AUG 6 1945

NOTED
G. SMITH

NOTED
E. A. PEASE

*Signed* R. L. Porter

R. L. Porter

*Address* PO Box 4644, Portland 2

**Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file**

RECEIVED
AUG 1 - 1945
FOR FILING

26-1155
2727

July 30, 1945

Mr. Arthur I. Moulton
Attorney at Law
Failing Building
Portland, Oregon

Dear Mr. Moulton:

Responding to your request of July 23, I am forwarding to you today by express a certified copy of State Highway Contract No. 2727 with Parker-Schram Company for grading and paving the Schmeer Road Junction Section of the Pacific Highway West, Multnomah County.

I also enclose copies of correspondence between the State Highway Commission and Multnomah County whereby the County authorizes the Commission to obtain materials from certain County-owned land for use in connection with such project. There is no charge for this material.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]:ce

LAW OFFICES
MOULTON AND DAVIS
FAILING BUILDING
PORTLAND, OREGON

ARTHUR I. MOULTON
WILLIAM M. DAVIS

July 23, 1945.

Mr. H. B. Glaisyer,
State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer:

Recently Parker-Schram Company of this city was engaged in removing material from a tract of land on Columbia Boulevard, near Kenton, owned by Multnomah County. They left an overhanging bank which caved in and killed two children, and we have been employed to prosecute an action for damages on account of one of them.

We desire to learn the terms under which Parker-Schram were operating and, if you would be good enough, would like to have you ask someone in your office to furnish us copies of whatever contract the Highway Commission had with the County and also with Parker-Schram Company. We will be glad to pay for this whenever you can advise us of the cost. It is our understanding that Multnomah County made some contract with the Highway Commission for the removal of material from this area, and in turn the Highway Commission made a contract with Parker-Schram, and it is copies of these that we are anxious to get.

Very truly yours,

MOULTON & DAVIS

By Arthur I. Moulton

AIM:C

ANSWERED
H. B. GLAISYER

RECEIVED
JUL 24 1945
OREGON
STATE HIGHWAY COMMISSION

STATE OF OREGON )
) ss
County of Marion )

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the contract and bond between the Oregon State Highway Commission and Parker-Schram Company, for the Schmeer Road Junction Section of the Pacific Highway West in Multnomah County, has been compared by me with the original contract and bond on file in the office of the Oregon State Highway Commission at Salem, Oregon, and that the same is a true and correct copy of said contract and bond and of the whole thereof.

IN WITNESS WHEREOF, I have hereuhto set my hand and the seal of the Oregon State Highway Commission this 24th day of July, 1945.

Secretary
OREGON STATE HIGHWAY COMMISSION

COPY

COUNTY OF MULTNOMAH

Office of the

MULTNOMAH COUNTY LAND DEPARTMENT

Portland 4, Oregon

F.H.V. Andrews
Land Agent

E.F. Paulsen
Assistant

December 1, 1944

Oregon State Highway Commission
State Capitol Building
Salem, Oregon

Attention: J. W. DeSouza

Gentlemen:

We acknowledge receipt of your letter of November 30, 1944, regarding permission to enter upon and take road building materials from Lots 4 to 15 inclusive, Block 2, and Lots 18, 19, 20, 24, 25, 26 and 27, Block 1, NATIONAL ADDITION TO PORTLAND.

Permission is hereby given to enter upon these lots and also Lots 12 and 13, Block 1, NATIONAL ADDITION, under the same terms and conditions as stated in our previous permit of March 4, 1943.

Yours very truly,
MULTNOMAH COUNTY LAND DEPARTMENT

By (Signed) Lansing Stout

Lansing Stout
Land Agent

LS:s

COPY

November 30, 1944

R 10787

County of Multnomah
Court House
Portland 4, Oregon

Attention: Land Department

Gentlemen:

Under date of March 5, 1943, Multnomah County gave to the State Highway Commission permission to enter upon and take roadbuilding materials from Lots 4 to 15, inclusive, Block 2, and Lots 18, 19, 20, 24, 25, 26, and 27, of Block 1, National Addition to Portland. This permission was given upon the following terms and conditions:

> "In excavating for the borrow materials it is contemplated that the area to be excavated will be on a plane rising from elevation 40 along the north line of Block 2 to elevation 48 near the southwest corner of Lot 27, Block 1, and elevation 43 near the southeast corner of Lot 5, Block 2, if continued. A ten-foot berm shall be left outside of Brandon Avenue and outside of North Kenton Boulevard, south of North Hampton Street. Excavation slopes shall range from 1:1 to 1½:1. The work shall be so done that a connection between North Hampton Street and North Kenton Boulevard will be provided. It is anticipated but not guaranteed that the excavation to be made will extend to the south boundaries of Lot 27, Block 1, and Lot 5, Block 2."

We now are advised that it is desired to secure a total of approximately 3500 cubic yards of additional material for widening on Denver Avenue near the Schmeer Road, which materials can most economically be acquired from county-, city-, and state-owned properties at the place in question.

We would very much like to have your written authority and permission to enter upon the county property and take such materials as may be desired to be taken therefrom upon the same terms and conditions as affected the previous permit. Your cooperation in the matter will be very much appreciated.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Counsel

JWD:AW

COPY

April 19, 1943

R 10787

Mr. F. H. V. Andrews
Land Agent, Multnomah County
County Court House
Portland, Oregon

Dear Sir:

This is to advise you that the contractor on the Union Avenue-Denver Avenue Intersection project in North Portland has advised us that he has elected to secure materials for the project from certain county-owned and other lots in Block 1 and Block 2 in National Addition to Portland. The taking of the materials is covered by your letter of March 5 and our letter to you of February 27 with reference to the manner in which the materials shall be taken.

In may be anticipated that the materials will be removed in accordance with the statements made to you in our letter of February 27.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AN
cc Mr. E. G. Smith
Mr. F. T. Young

COPY

March 6, 1943

Mr. F. H. V. Andrews,
Land Agent, Multnomah County,
County Court House,
Portland, Oregon.

R 10787

Dear Sir:

On February twenty-seventh a letter was addressed to your office in which it was stated that the Highway Commission desires to acquire the right to take materials from county-owned lots described in the letter, and in the letter the method to be pursued in the excavation and appropriation of the materials was briefly stated.

Your letter of March 5, 1943, acknowledges our letter of February twenty-seventh, and states: "The Board of County Commissioners has authorised this office to grant your request with the understanding that this will be done within a reasonable time and when started will be carried through to completion without unnecessary delay and in strict conformance with the grade as shown on the map in file."

I am advised that it is estimated that the area under discussion contains approximately 135,000 yards suitable for road purposes and which materials are available and can be appropriated pursuant to the method proposed by the State. I am advised further that the State's needs as estimated will not exceed 110,000 yards.

The Commission will treat this exchange of letters as disclosing the agreements and understanding reached and will bring to the attention of the bidders the availability of these materials. It is the purpose of the State, if materials are taken pursuant to this agreement, to start excavation and appropriation at North Columbia Boulevard as outlined in the letter and follow through on the plan disclosed or indicated until the State's needs have been satisfied. This, however, may not exhaust all of the materials. The Commission will require its contract at the completion of his work to leave the area and its slopes from which materials have been removed in a neat and tidy condition.

Yours very truly,

JMD:PW

J. M. DEVERS

COPY

COUNTY OF MULTNOMAH

Office of the
Land Department

Portland, Oregon

F.H.V. Andrews
Land agent

E.F. Paulsen
Assistant

March 5, 1943

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. J. M. Devers

Gentlemen:

Acknowledgment is hereby made of your letter of February 27th relative to the acquisition of borrow materials for the Union Avenue-Denver Avenue project under construction by you. The materials to be taken from Lots 4 to 15 inclusive, Block 2, and Lots 18,19,20,24,25,26 and 27 of Block 1, National Addition to Portland, and in accordance with the map filed in this office showing the plan under which this will be done.

The Board of County Commissioners have authorized this office to grant this request with the understanding that this will be done within a reasonable time and when started will be carried through to completion without unnecessary delay and in strict conformance with the grade as shown on the map on file.

Very truly yours,

MULTNOMAH COUNTY LAND DEPARTMENT

By (Signed) F.H.V. Andrews
Land Agent

FHVA L

COPY

February 27, 1943

Mr. F. H. V. Andrews
Land Agent, Multnomah County
County Court House
Portland, Oregon

Dear Sir:

This letter is written to you pursuant to Mr. Parker's discussions with you regarding the acquisition of borrow materials for the Union Avenue-Denver Avenue project now proposed for construction by the State Highway Commission.

The Commission desires to acquire the right to take materials from county-owned lots consisting of Lots 4 to 15, inclusive, of Block 2, and Lots 18, 19, 20, 24, 25, 26, and 27 of Block 1, National Addition to Portland.

In excavating for the borrow materials it is contemplated that the area to be excavated will be on a plane rising from elevation 40 along the north line of Block 2 to elevation 48 near the southwest corner of Lot 27, Block 1, and elevation 43 near the southeast corner of Lot 5, Block 2, if continued. A ten-foot berm shall be left outside of Brandon Avenue and outside of North Kenton Boulevard, south of North Hampton Street. Excavation slopes shall range from 1:1 to 1½:1. The work shall be so done that a connection between North Hampton Street and North Kenton Boulevard will be provided. It is anticipated but not guaranteed that the excavation to be made will extend to the south boundaries of Lot 27, Block 1, and Lot 5, Block 2.

It is requested that the Board of County Commissioners of Multnomah County give us written permission to take the materials from the lots designated upon the basis of the conditions hereinabove stated. Your courtesy and cooperation in securing this for us will be very much appreciated.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW

RECEIVED
APR 3 1945
FOR FILING

3
26-1155
2727

April 3, 1945

Parker-Schram Company,
515 Couch Building,
Portland, Oregon.

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2727 which was awarded to you on March 13, 1945, by the State Highway Commission, covering Schmeer Road Junction on Pacific Highway West for grading and paving. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

HBG/gl

By

Secretary

RECEIVED
[illegible] 1945
FOR FILING

26-1155
2727

April 3, 1945

Rodgers Insurance Agency, Agents,
Glens Falls Indemnity Co.,
Title & Trust Building,
Portland 4, Oregon.

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2727 which was awarded to Parker-Schram Company by the State Highway Commission on March 13, 1945, covering Schmeer Road Junction in Multnomah County for grading and paving.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG/gl

Chas. T. Parker
Carl A. Schram

RECEIVED
MAR 28 1945
FOR FILING

26-1155
2727

**PARKER-SCHRAM COMPANY**
GENERAL CONSTRUCTORS

Couch Building
Portland 4, Oregon

March 20, 1945

NOTED
H. B. GLAISYER

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Complying with the request in your letter of March 15th, we are returning to you by express today all four copies of Contract No. 2727 for 0.3 miles grading and paving on the Schmeer Road Junction Section of the Pacific Highway West in Multnomah County, all properly executed on behalf of this firm, together with the bonds required in connection therewith, which latter have also been completed by the Glens Falls Indemnity Company as surety.

All our operations within the State are covered by the Workmen's Compensation Act of the State of Oregon which will automatically include any work performed under the above contract as required by Section 6, Page 15, of the General Provisions of said contract.

Kindly return one completed copy of contract and bond for our record and files after approval by the State Highway Commission.

Yours very truly,

PARKER-SCHRAM COMPANY

By CASchram

CAS:mw

RECEIVED
MAR 22 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 16 1945
FOR FILING

26-1155
2727

March 15, 1945

Parker-Schram Company
515 Couch Building
Portland 4, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2727, which was awarded to you by the State Highway Commission on March 13, 1945, covering 0.3 miles grading and paving on the Schmeer Road Junction Section of the Pacific Highway West in Multnomah County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

rmr

Contract sent by express 3/15
RMR

Noted in green book.
JEO.

RECEIVED
MAR 16 1945
FOR FILING

26 1155
2727

Cont 2727

March 14, 1945

Parker-Schram Company,
515 Couch Building,
Portland 4, Oregon.

Gentlemen:

The State Highway Commission, on March 13, 1945, awarded you the contract for the construction of the Schmeer Road Junction Section of the Pacific Highway West (N. Denver Ave.), Multnomah County. This award was based on your low bid of $21,493.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jee

cc: Mr. S.H.Probert
Mr. G.S.Paxson

33-8301 Maupin-Criterion Rock Prod.
The Dalles-California Hwy. 1945

#2728

R.H. Baldock

33-8301

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FOR FILING

## FINAL COST ANALYSIS

Maupin-Criterion
Contract No. 2728
Fisher Bros., Contractors

Rock Production

The Dalles-California Highway
Prefix 33-8301
J. E. Peck, Resident Engineer

| Item | Cost | Quantity | Unit | Unit Cost | Unit Bid | Gross Revenue |
|---|---|---|---|---|---|---|
| 3/4"-½" Cr. Rock in Stockpile | $4,317.75 | 2,752.6 | Cu. Yd. | $1.57 | $1.75 | $4,817.05 |
| ½"-¼" " " " | 4,205.29 | 2,680.9 | " " | 1.57 | 1.75 | 4,691.58 |
| ¼"-10-Mesh Cr. Rock in Stockpile | 1,960.76 | 1,250 | " " | 1.57 | 1.75 | 2,187.50 |
| Hauling Cr. Rock | 2,935.12 | 20,591.8 | Yd. Mi. | 0.14 | 0.15 | 3,088.77 |
| Screen Rejects | 161.15 | 644.6 | Cu. Yd. | 0.25 | 0.25 | 161.15 |
| Force Account | 298.12 | | | | | 317.28 |
| | $13,878.19 | | | | | $15,263.33 |

| | |
|---|---|
| Gross Revenue | $15,263.33 |
| Total Cost | 13,878.19 |
| Net Profit | $1,385.14 |

Net Profit Equals 9.1% of Gross Revenue

NOTED
State Highway Engineer

# Maupin-Criterion

## Detail of Cost

| | | |
|---|---|---|
| **Labor:** | | |
| Supervision | $739.70 | |
| Labor | 5,055.90 | |
| S.I.A.C. | 194.81 | |
| Unemployment Insurance | 150.95 | |
| Social Security | 50.56 | |
| | | $6,191.92 |
| **Equipment Rental & Misc. Supplies:** | | |
| Equipment Rental | $4,467.00 | |
| Gas, Oil & Grease | 1,313.70 | |
| Plant Materials | 319.70 | |
| Explosives | 338.75 | |
| Drill Steel | 21.60 | |
| Small Tools & Misc. Supplies | 178.80 | |
| Home Office & General Overhead - 3% of Gross Revenue | 457.90 | |
| P.U.C. | 436.19 | |
| Bond | 152.63 | |
| | | 7,686.27 |
| Total Cost | | $13,878.19 |

## Maupin-Criterion

## Breakdown of Crushing Costs

| | Total Cost | Cu. Yds. | Unit Cost |
|---|---|---|---|
| Move In & Set Up | $2,248.21 | 7,328.1 | $0.31 |
| Drill & Shoot | 1,003.51 | " | 0.14 |
| Load in Quarry | 1,113.65 | " | 0.15 |
| Haul to Crusher | 1,095.29 | " | 0.15 |
| Crushing | 3,448.10 | " | 0.47 |
| Overhead, Supervision & Proratable | 1,361.50 | " | 0.18 |
| Cost in Bunkers | $10,270.26 | 7,328.1 | $1.40 |

## Sizes and Quantities Crushed

| | | |
|---|---|---|
| 3/4" - ½" | 2,752.6 | Cu. Yds. |
| ½" - ¼" | 2,680.9 | " " |
| ¼" - 10-Mesh | 1,250.0 | " " |
| Screen Rejects | 644.6 | " " |
| Total | 7,328.1 | Cu. Yds. |

Average Production per hour - 39 Cu. Yds.

Maupin-Criterion

REMARKS:

This contract, which required the production of 6,683 cu. yds. of maintenance rock, was bid on March 13th, 1945. The Contractors started work on April 3rd, and the project was completed on June 5th, 1945.

A month's time was required for the moving in and erection of the plant, and crushing operations were not commenced until May 7th. Crushing equipment consisted of an 18" x 36" jaw primary and two 36" Telesmith gyrasphere crushers, and power was provided by three 100 h.p. Cummings diesel motors. One of the motors was connected to a generator which provided power for the electric motors which operated the conveyors, feeder and screens. The contractors first tried a dragline for moving the rock to the crusher, but as this method did not prove satisfactory, a shovel was moved into the quarry, and the rock was hauled in trucks. After this change was made production jumped from an average of 20 cu. yds. per hour to 42 cu. yds., and the overall average was 39 cu. yds. per hour.

As there was approximately 1,500 cu. yds. of loose rock in the quarry when the contractors moved in, the drilling and shooting costs were low. The rock broke mostly 6" and under when shot.

The contractors operated a 10-hour shift per day and consequently paid considerable overtime. As the contractors used their own trucks on the haul to the stockpiles, the overtime payments to the drivers is reflected in a rather large cost on the haul. Although the work was interrupted by several days of rain and good production was not achieved until the shovel was moved into the quarry, a fair profit was made on the contract.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
JUL 24 1945
FOR FILING

33 - 8301

July 23, 1945

General Casualty Company of America,
Legler & McGahuey, Agents,
Oregon City
Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2728 for work on the Maupin-Criterion Section of The Dalles-California Highway, in Wasco County, has been completed by the contractor, Fisher Bros., and that final payment in the amount of $985.28 will be made on or after August 2, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $15,263.33, of which amount $317.28 represents the amount of force account items. This contract was completed on June 5, 1945, and accepted by the Commission on July 9, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

gl

NOTED ON CARD

7-23-45 JL

RECEIVED
JUL 12 1945
FOR FILING

33-8301

July 10, 1945

General Casualty Company of America,
Legler & McGahuey, Agents,
Oregon City, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Fisher Bros. on contract No. 2728, covering rock production on the Maupin-Criterion Section of The Dalles-California Highway, in Wasco County. This payment, in the amount of $1,022.18, will be made on or after July 20, 1945. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

NOTED ON CARD
7-10-45 jl

Form E-1—5M—6-43

# OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 30, 1945

Section Maupin-Criterion

Kind of work Rock Production

Highway The Dalles-California

Section prefix 33-8301

Contractor Fisher Bros

Contract number 2728

Date of contract March 13, 1945

Date of completion Aug 31, 1945

Date work started April 4, 1945

Estimated date of completion June 5, 1945

Amount of contract $ 15,175.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 15,428.05

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1241.18, %

Date project was completed 6-5-45, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This job is finished, every thing is checked except the force account bills. I sent in estimate and all data except the force bills. When these are received and checked, will forward// corrected Quantity Summary Sheet. This will be the final report on this section unless data is returned for check.

RECEIVED
JUL 2 1945

RALPH EGGSTAFF

Signed J E Beck

Address The Dalles

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.................... County, ....%; .................... County, ....%; .................... County, ....%; .................... County, ....%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ............

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . . ............, . . . . . ............, . . . . . ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

STATE PRINTING DEPT.

33-8301

RECEIVED
APR 5 1945
FOR FILING

April 3, 1945

Fisher Bros.,
Rte. #3,
Oregon City, Oregon.

Gentlemen:

We are sending you today, by express, a fully executed copy of Contract No. 2723 covering Trent-Salt Creek Falls Section on Willamette Highway; also Contract No. 2728 covering Maupin-Criterion Section on The Dalles-California Highway, for crushed rock in Stockpiles, awarded to you on March 13, 1945, by the State Highway Commission. These copies are for your records and files.

We are also sending executed copies to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By
Secretary

HBG/gl

RECEIVED
[illegible] 1945
FOR FILING

33-8301

April 3, 1945

Legler & McGahuey, Agents,
General Casualty Company of America,
Oregon City, Oregon.

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2723 covering Trent-Salt Creek Falls Section of Willamette Highway for crushed material in stockpiles; also contract No. 2728 covering Maupin-Criterion Section of The Dalles-California Highway for crushed rock in stockpiles, which was awarded to Fisher Bros. by the State Highway Commission on March 13, 1945.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

HBG/gl

By

Secretary

M

RECEIVED
MAR 16 1945
FOR FILING

March 15, 1945

Fisher Brothers
Route 3
Box 168 A
Oregon City, Oregon

Gentlemen:

We are sending you today by express four copies of each of the following contracts which were awarded to you by the State Highway Commission on March 13, 1945:

Contract No. 2728 covering work on the Maupin-Criterion Rock Production Project on The Dalles-California Highway in Wasco County requiring approximately 6,700 cu. yds. crushed rock in stock piles.

Contract No. 2723 covering work on the Trout-Salt Creek Falls Rock Production Project on the Willamette Highway in Lane County requiring approximately 24,000 cu. yds. crushed rock or crushed gravel in stock piles.

Kindly execute all four copies of each of these contracts as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy of each contract will be returned to you for your records and files. We will also send an executed copy of each contract to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under these contracts in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

FMP

RECEIVED
MAR 16 1945
FOR FILING

33-8301
2728

cont. 2722

Marche 14, 1945

Fisher Bros.
Rt. 3, Box 168-A
Oregon City, Oregon

Gentlemen:

The State Highway Commission, on March 13, 1945 awarded you the contract for the Trent-Salt Creek Falls Rock Production Project on the Willamette Highway, in Lane County. This award was based on your low bid of $50,400.00 submitted on that date.

You were also awarded the contract for the Maupin-Criterion Rock Production Project on the Dalles-California Highway in Wasco County, based on your low bid of $15,175.00.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

mls

cc: Mr. S.H.Probert
Mr. G.S.Paxson

6-8301 Hoffman Bridge Rock Production
Coos Bay-Roseburg & Powers Hwy. 1945

#2729

RECEIVED
NOV 19 1946
FOR FILING

6-8301

November 18, 1946

Union Oil Company of California
Yeon Building
Portland 0,
Oregon

ATTENTION: W.S.Newton, Credit Mgr.

Gentlemen:

Reference to your letter of November 15, 1946.

I am pleased to inform you that State Highway Contract No. 2729 for the Hoffman Bridge Rock Production Project on the Coos Bay-Roseburg & Powers Highway, Oscar E. Joelson, contractor, was completed on July 5, 1946 and accepted by the Highway Commission on August 7, 1946. The final warrant was mailed to the contractor on September 21, 1946.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

gl

YEON BUILDING
PORTLAND 8, OREGON

November 15, 1946

Oregon State Highway Commission
319 State Office Building
Salem, Oregon

H. B. Glaisyer, Secretary

Gentlemen:

OSCAR JOELSON
Contract #2729

I believe this contract is now completed and we would like to know its acceptance date, also whether or not final settlement has been made with this contractor.

A prompt reply to this letter will be appreciated.

Yours very truly,

W S Newton
Credit Manager

WSN:eac

REFERRED TO
Eggert
BY SECRETARY

prepare reply

RECEIVED
NOV 18 1946
OREGON
STATE HIGHWAY COMMISSION

FORM 401 P 2-46 2M
PRINTED IN U. S. A.

RECEIVED
1946
FOR FILING

August 9, 1946

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2729 for work on the Hoffman Bridge Rock Production Project of the Coos Bay-Roseburg & Powers Highway, in Coos County, has been completed by the contractor, Oscar E. Joelson, and that final payment in the amount of $805.45 will be made after acceptance by the Highway Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $13,415.80 and that no force account work was performed therein. This contract was completed on July 1, 1946, but has not yet been accepted by the Commission.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer

Secretary

[illegible]

da

FOR FILING

6-83-1

July 22, 1946

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents
Failing Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Oscar E. Joelson, on contract No. 2729, covering furnishing crushed material in stockpiles on the Hoffman Bridge Rock Production Project on the Coos Bay-Roseburg and Powers Highway, in Coos County. This payment, in the amount of $6,198.82, will be made on or after August 1, 1946. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD

7-22-46

For Week Ending July [illegible], 1946, 19

Section Loffman Bridge Rock Production

Kind of work Materials in Stockpile

Highway Coos Bay - Roseburg - Powers

Section prefix [illegible] - 0001

Contractor Oscar E. Joelson

Contract number 2729

Date of contract May 15, 1945, 19

Date of completion Sept 30, 1945, 19

Date work started Aug. 18, 1945, 19

Estimated date of completion July 3, 1946, 19

Amount of contract . . . . . . . . . $ 23,974.00

Per cent of time elapsed 304 %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . . . . . . . . . $23,862.47

Per cent of contract completed, based on total contract price . . . . . . . . . . . . . . . . . . 100 %

Engineering cost to date, $ 2050.00 8.55 %

Date project was completed July 3, 1946, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final shaping of the piles was done on the 3rd and the job called complete except for removal of equipment from the plant site. Site should have been cleard to-day but it has not been inspected.

Semi-final estimate has been completed and sent in.

Final report.

NOTED RAY WEBBER

NOTED H. W. LIBBY

Signed C C Hall

Address North Bend, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

1325-7

| | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
|---|---|---|---|---|---|
| Miles ... | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total cumulative quantities | | | 31,178 | | |
| Estimated quantities (percent of project to date) | | | 43 | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |

Average force on project for week

Percentages of road equipment on project ... County % County % County % County %

| | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | Total |
|---|---|---|---|---|---|---|---|
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |

Equipment used during week: Shovels Cranes Rollers Mixers Crushing or screening plants

Compressors ......... Bulldozers ......... Sheepsfoot rollers

| | Weather | [illegible] |
|---|---|---|
| Sunday | Rain | |
| Monday | " | |
| Tuesday | Fair | |
| Wednesday | Pt. Cloudy | |
| Thursday | Cloudy | |
| Friday | Fair | |
| Saturday | Cloudy | |

MAY 4 1946
FOR FILING

6-8301

2729

May 3, 1946

Union Oil Company of California
P. O. Box 3458
Portland, Oregon

Attention Mr. W. S. Newton, Division Credit Mgr.:

Dear Sir:

We have withheld reply to your letter of the 30th regarding contract No. 2729 and let to Oscar E. Joelson, pending receipt of information from our Field Engineer.

This job has not been completed, and no progress has been made on it for several months. However, it is our understanding that Mr. Joelson is resuming operation in the very near future.

At the present time our records indicate that we have paid to Mr. Joelson $5,392.80, and that we have retained $599.20. From the cost standpoint the job is approximately 22 percent complete. The date of completion has not yet been predicted, and the date upon which he will receive his next payment can not be determined until such time as he continues his work.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

RE/dr

YEON BUILDING
PORTLAND 8, OREGON

2729

April 30, 1946

H. P. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

OSCAR E. JOELSON
State of Oregon Cont. #2729

Will you please advise us at your earliest opportunity the anticipated date of the completion of the subject contract, the amount of money being retained and when Mr. Joelson will secure his next settlement?

Thank you.

No progress

Yours very truly,

W S Newton
Division Credit Manager

WSN:eac

Hoffman Br. Rock prod.
Con pay [illegible]
Sent time extension to Dec. 31, 1945

23,974

[illegible]

$599.20 retaining
5,392.50 est. [illegible]

REFERRED TO Eng. Off.
BY SECRETARY
prepare reply

RECEIVED
MAY 1 1946
OREGON
STATE HIGHWAY COMMISSION

FORM 401 P11-45 4M
PRINTED IN U.S.A.

RECEIVED
NOV 7 1945
FOR FILING

6-8361

November 6, 1945

Mr. Oscar E. Joelson
1743 Washington Street
Eugene
Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 29, 1945, granted you the extension of time requested, from September 30, 1945, to December 31, 1945, without penalty, in connection with contract No. 2729 for rock production on the Hoffman Bridge Section of the Coos Bay-Roseburg and Powers Highway, in Coos County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
H. B. Glaisyer
Secretary

gl

cc: K. D. Lytle
Division Engineer

May 31, 1945

Mr. Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

Dear Sir:

We are sending you today, by express, a fully executed copy of contract No. 2729, which was awarded to you on May 15,1945, by the State Highway Commission, covering crushed material in stockpiles for the Hoffman Bridge Rock Production Project on the Coos Bay-Roseburg and Powers Highway in Coos County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

L-8301

May 17, 1945

Mr. Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

Dear Mr. Joelson:

We are sending you today by express four copies of Contract No. 2729, which was awarded to you by the State Highway Commission on May 15, 1945, covering the furnishing of 10,000 cu. yds. crushed material in stockpiles for the Hoffman Bridge Rock Production Project on the Coos Bay-Roseburg and Powers Highways.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformity therewith.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG rmr

[illegible] mailed 5-17-45 [illegible]
[illegible]

May 16, 1945

# 2739

Mr. Oscar E. Joelson
1743 Washington Street
Eugene, Oregon

Dear Sir:

This letter is to inform you that the State Highway Commission, at its meeting on May 15, 1945, awarded to you the contract for the Hoffman Bridge Rock Production Project on the Coos Bay-Roseburg and Powers Highways in Coos County, for which you submitted a low bid of $23,974.00.

Contract and bond forms will be sent you shortly for execution.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

gl

cc: Mr. S. H. Probert
Mr. G. S. Paxson

6-4208 Paint Coos Bay Bridge
Oregon Coast Highway 1945

#2730

RECEIVED
OCT 28 1946
FOR FILING

6-4208

October 25, 1946

Mr. John C. Heeren, Adjuster
Room 209, First National Bank Building
Coos Bay, Oregon

Dear Mr. Heeren:

Thank you for your letter of October 24, advising that the claim of Mrs. A. D. Vasilatos against Watson & Morris, under contract with the State Highway Commission for painting the Coos Bay Bridge, has been paid in full by the contractors.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ab

NOTED ON CARD
10-25-46
20

REFERRED TO
Elizabeth
BY SECRETARY

Forgot to tell you to send a copy of Mr. Heeren's letter to the bonding Co. and to contractor
[illegible] done
10-26-46 20

ADJUSTER
Room 209 First Natl. Bank Bldg.
COOS BAY, OREGON

October 24, 1946

TO Mr. Glaisyer, Sec.
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

As regards your letter of September 12, 1946, may we advise you that payment of this claim in full was made by Contractors Watson & Morris as claimed in their letter.

Yours very truly,

John C. Heeren
JOHN C. HEEREN
Adjuster

JCH/rlb

RECEIVED
OCT 25 1946
OREGON
STATE HIGHWAY COMMISSION

APPROVED BY HIGHWAY COMMISSION
DATE October 29, 1946
H H Glaisyer
Secretary

NOV 15 1946
FOR FILING

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

6-4208

Salem, Oregon
August 29, 1946

SUBJECT: Coos Bay Bridge Painting

To:

Mr. H. B. Glaisyer
Secretary
Office

L

Dear Sir:

The Coos Bay Bridge Painting, Contract No. 2730, Watson and Morris, contractors, was completed August 24, 1946.

Will you please obtain authorization to make final payment.

Very truly yours,

W. A. Reeves
Bridge Office Engineer

WAR BG

APPROVED BY HIGHWAY COMMISS
DATE October 29, 1946
Secretary

✓

NOV 15 1946

FOR FILING

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

6. 4202

Salem, Oregon
August 29, 1946

SUBJECT: Coos Bay Bridge Painting

To:

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

The Coos Bay Bridge Painting, Contract No. 2730, Watson and Morris, contractors, was completed August 24, 1946.

Will you please obtain authorization to make final payment.

Very truly yours,

W A Reeves

W. A. Reeves
Bridge Office Engineer

WAR BG

APPROVED BY HIGHWAY COMMISSION
DATE October 29, 1946
Secretary

✓

SEP 13 1946
FOR FILING

76-4208

Sep. 12, 1946

John C. Heeren, Adjuster
Room 209, First Natl. Bank Bldg.
Coos Bay
Oregon

Dear Sir:

Further reference is made to a claim against Watson & Morris in connection with State Highway Contract No.2730, covering the painting of Coos Bay Bridge.

On September 9 we directed a letter to you regarding this claim and stating we were prepared to make final payment as soon as the matter of this claim was settled. We are now in receipt of a letter from Watson & Morris, under date of September 10, directed to the surety in which they advise that this claim "was dissipated through direct action of our check #4219 under date of August 21, 1946".

We would appreciate receiving from you a confirmation of this settlement in order that we may proceed with final payment for this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

HB:gl

NOTED ON CARD
9-12-46 g

cc: Watson & Morris
United States Guarantee Co.

P.S.
The claim referred to above was that of Mrs.A.D.Vasilatos for damages to a 1946 Plymouth Sedan.

PAINTING CONTRACTORS
OAKLAND 2, CALIFORNIA

2730

Sept. 10, 1946.

United States Guarantee Company
Rathbone, King & Seeley, Agents
114 - Sansome Street
San Francisco 4, California.

Gentlemen:

Re: Bond #1471754 - Watson & Morris
to State of Oregon - Contract
Bond covering painting of
Coos Bay Bridge

We regret that the actions of the insurance adjuster handling the claim of Mrs. A.D. Vasilatos for damages to a 1946 Plymouth Sedan were first directed to the attention of the Oregon State Highway Commission.

You are herewith advised that, although we are properly protected with ample coverage of Property Damage and Contractors Liability Insurance, the above claim was disappated through direct action of our check #4819 under date of August 21, 1946.

We also wish to advise that we know of no other claims that may have been filed against us at this writing.

Very truly yours

Watson & Morris

By Morris

cc - Oregon State Highway Commission
Salem, Oregon

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

SAN FRANCISCO - OAKLAND BAY BRIDGE

John C. [illegible], Adjuster
Room [illegible] First Natl. Bank Bldg.
Coos Bay
Oregon

Dear Sir:

This letter is to inform you that Watson & Morris has completed painting the Coos Bay Bridge, Contract No. 2730, and we are about to make final payment to them.

We note in your letter of August 7 a claim against the above contractors for damage to a 1946 Plymouth Sedan, owned by Mrs. A. D. Vasilates; also a reference to other claims. Unless we hear from you by September 20, 1946, regarding these claims we will consider the matter has been closed and make final payment to the contractors.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

Mrs. Lewis
has this been recorded on the card?
HB

NOTED ON CARD
9-9-46 gl

FOR FILING

6-4218

Sep. 9, 1946

United States Guarantee Company,
Dooly & Co., Agents
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No.2730 for painting the Coos Bay Bridge on the Oregon Coast Highway, in Coos County, has been completed by the contractor, Watson & Morris, and that final payment in the amount of $10,312.90 will be made on or after September 24, 1946.

There is a claim filed against this project, of which you have been previously notified, for damage to a 1946 Plymouth Sedan owned by Mrs. A. D. Vasilatos.

For your information we wish to advise that the total contract amount is $27,500.00, and that no force account work was performed therein. This contract was completed on August 24, 1946 but has not as yet been accepted by the Commission, however, we anticipate that it will be at the Commission Meeting to be held on September 23,1946.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

cc: Watson & Morris

NOTED ON CARD

9-9-46 [illegible]

1-42.08

2

August 10, 1946

United States Guarantee Company
Dooly & Company, Agents
Board of Trade Building
Portland 4, Oregon

Gentlemen:

This is to advise you that we have received notice of a claim for damages to a 1946 Plymouth Sedan, license number 384-234, owned by Mrs. A. D. Vasilatos and caused by being sprayed by a painting crew working in connection with a contract, number 2730, covering the painting of the Coos Bay Bridge.

This information is given you inasmuch as you appear as surety on the bond furnished in connection with this project.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

[redacted]

cc - Watson & Morris
4317 Dunsmuir Avenue
Oakland, California

NOTED ON CARD

8-10-46 g

ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS

MERLE R. CHESSMAN, MEMBER
ASTORIA

## STATE HIGHWAY COMMISSION

OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

H. B. GLAISYER
SECRETARY

August 8, 1946

2730

~~Mr. John C. Warren~~
~~Adjuster~~
~~Room 20[illegible], First Nat'l Bank Building~~
~~Coos Bay, Oregon~~

Dear Sir:

This will acknowledge your letter of August 7 advising us of alleged damage to a car owned by Mrs. A. D. Vasilatos, license number 384-234.

This matter has been referred to the contractors, Watson & Morris, 4317 Dunsmuir Avenue, Oakland, California, for further handling.

Very truly yours,

RECEIVED

G. S. Paxson
Bridge Engineer

GSP GM
cc H. B. Glaisyer
Watson & Morris

COOS BAY, OREGON

August 7, 1946

TO Oregon State Highway Commission
Salem,
Oregon

Gentlemen:

On July 31, 1946 our assured, Mrs. A. D. Vasilatos was driving her 1946 Plymouth Sedan, license number 3[illegible]4-234 across the North Bend bridge.

Her car was carelessly sprayed by the paint crew working there, using a greenish-white paint.

However, as we have several other claims pending, we are putting you on record on these.

Yours very truly,

JOHN C. HEEREN
Adjuster

JCH:mf

Contract 2730

RECEIVED
AUG - 8 1946
OREGON STATE HIGHWAY COMMISSION

RECEIVED
AUG 8 1946
OREGON
STATE HIGHWAY COMMISSION

---

R. H. Baldock

RHB:KI

FOR FILING

6-4208

November 10, 1945

Painting Coos Bay and Yaquina bridges

# 2730

Mr. G. S. Paxson

When the Commission considered the requests for the extension of time within which to complete highway contracts, they requested me to instruct the contractors on the painting of the Coos Bay and Yaquina bridges that they would be required to perform certain spot painting in the spring. Please see me about this.

R. H. Baldock

RHB:AI

FOR FILING

6-4208

# 2730

November 10, 1945

Painting Coos Bay and Yaquina bridges

Mr. G. S. Paxson

When the Commission considered the requests for the extension of time within which to complete highway contracts, they requested me to instruct the contractors on the painting of the Coos Bay and Yaquina bridges that they would be required to perform certain spot painting in the spring. Please see me about this.

R. H. Baldock

RHB:HI

6-4208

November 6, 1945

Watson & Morris
4317 Dunsmuir Avenue
Oakland, California

Gentlemen:

The State Highway Commission, at its meeting on October 29, 1945, granted you the following extensions of time, without penalty:

✓ Contract No. 2730, for Painting Coos Bay Bridge on Oregon Coast Highway, Coos County, extended from September 30, 1945, to September 30, 1946, subject to condition that contractor shall pay for "spot" painting and other work required to carry the job over to next year.

Contract No. 2733, for Painting Yaquina Bay Bridge on the Oregon Coast Highway, Lincoln County, extended from September 30, 1945, to July 15, 1946 subject to same condition HBG

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl

cc: G. S. Paxson
Bridge Engineer

6-44-08

June 14, 1945

Watson & Morris
4317 Dunsmuir Avenue
Oakland, California

Gentlemen:

We are sending you today, by express, a fully executed copy of each of the following contracts which were awarded to you on May 15, 1945, by the State Highway Commission:

✓ Contract No. 2730, covering painting of Coos Bay Bridge on the Oregon Coast Highway, Watson & Morris, Contractors.

Contract No. 2733, covering painting of the Yaquina Bay Bridge on the Oregon Coast Highway, Watson & Morris, Contractors.

These copies are for your records and files.

We are also sending executed copies to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

gl

Contracts sent by exp. 6-13-45
G.L.

6-4208

May 16, 1945

Watson & Norris
4317 Dunsmuir Avenue
Oakland, California

Gentlemen:

We are sending you today, by express, four copies of Contract No. 2730, which was awarded to you by the State Highway Commission on May 15, 1945, covering painting of the Coos Bay Bridge on the Oregon Coast Highway, and also four copies of Contract No. 2733, covering painting of the Yaquina Bay Bridge on the Oregon Coast Highway.

Kindly execute all four copies of each contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy of each contract will be returned to you for your records and files. We will also send an executed copy of each to the surety on your bond.

Your special attention is called to the paragraph under Section 1.7.18, page 13, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under these contracts in strict conformity therewith.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary

OREGON STATE HIGHWAY COMMISSION

HBG:ame

entered in contract
disposition book

6-4208

May 15, 1945

#2739/30

Watson & Morris
4317 Dunsmuir Ave.,
Oakland 2, Calif.

Gentlemen:

This letter is to inform you that the State Highway Commission, at its meeting on May 15, 1945, awarded to you the contract for painting the Coos Bay Bridge on the Oregon Coast Highway at North Bend, for which you submitted a low bid of $27,500.00.

Contract and bond forms will be sent you shortly for execution.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

cc: Mr. S. H. Probert
Mr. G. S. Paxson

6-1111 Myrtle Pt.-Elbow Pt.& Cape Sebastian
Coos Bay-Roseburg & Oregon Coast Hwy.

#2731 1945

RECEIVED
MAR 20 1946
FOR FILING

6-1111

March 20, 1946

Continental Casualty Co.,
Victor S. Risley, Agent
425 S.W. Sixth Avenue
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2721 for work on the Myrtle Point-Elbow Point and Cape Sebastian Section of the Coos Bay-Roseburg and Oregon Coast Highways, in Coos and Curry Counties, has been completed by the contractor, John A. Logan, and that final payment in the amount of $986.80 will be made on or after March 30, 1946.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $32,893.20, and that no force account work was performed therein. This contract was completed on September 13, 1945,and accepted September 24, 1945 by the Highway Commission.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD

3-20-46, gl

RECEIVED
MAR 7 1946
FOR FILING

6-1111

March 6, 1946

Mr. John A. Logan
General Contractor
Heppner Hotel
Heppner, Oregon

Dear Sir:

In reply to your letter of February 28th, we are sorry to have to advise that due to shortage of help and to rush of other work, we have gotten behind in the work of checking final estimates and will not be able to forward the final voucher for Contract 2731 until about March 15th.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

CC Mr. John A. Logan
3824 N. E. 74th Street
Portland, 13, Oregon

GENERAL CONTRACTORS
EXCAVATING, SHOVELS, TRUCKS AND DOZERS
3824 N. E. 74th GA 2047
PORTLAND 13, OREGON

Feb. 28th, 1946.
Heppner, Oregon

Oregon State Highway Commission,
Salem, Oregon

Re: Coos Bay-Roseburg and Oregon Coast,
Coos & Curry Counties, Myrtle Point &
Elbow Point and Cape Sebastian
Contract No. 2731.

Gentlemen:

I finished the above contract on September 13th, 1945 and have not as yet recieved my voucher for the final estimate.

Will you please advise me when I may expect the voucher for the final estimate.

Yours very truly,

John A. Logan

John A Logan

B

Our temporary address is Heppner Hotel,
Heppner, Oregon

RECEIVED
MAR 1 1946
OREGON
STATE HIGHWAY COMMISSION

OCT 1 1945

FOR FILING

6-1111

September 29, 1945

Mr. John A. Logan
3824 N. E. 74th Avenue
Portland 13, Oregon

Dear Sir:

The State Highway Commission, at its meeting on September 24, 1945, granted you the extension of time requested, from August 31 to September 15, 1945, without penalty, in connection with contract No. 2731 fro grade widening on the Myrtle Point-Elbow Point & Cape Sebastian Section of the Coos Bay-Roseburg and Oregon Coast Highway, Coos and Curry Counties.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

cc: K. D. Lytle
Division Engineer

RECEIVED
SEP 26 1945
FOR FILING

6 - 1111

September 25, 1945

Continental Casualty Co.,
Victor S. Risley, Agent
425 S. W. Sixth Avenue
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to John A. Logan, on contract No. 2731, covering grade widening on the Myrtle Pt.-Elbow Pt. & Cape Sebastian Section of the Coos Bay-Roseburg and Oregon Coast Highway, in Coos and Curry Counties. This payment, in the amount of $10,846.58, will be made on or after October 5, 1945. The retained percentage is $986.80.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

Oregon State Highway Commission

By
Secretary

gl

NOTED ON CARD
9-25-45 JS

# OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

RECEIVED SEP 17 1945

For Week Ending September 15, 1945

Section Myrtle Pt.- Elbow Pt. & Cape Sebastion

Kind of work Grade Widening

Highway Cooa Bay- Roseburg & Oregon Coast

Section prefix 6-1111

Contractor John A. Logan

Contract number 2731

Date of contract May 15, 1945

Date of completion August 31, 1945

Date work started June 3, 1945

Estimated date of completion August 31, 1945

Amount of contract $ 32,982.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 32,982.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2,593, %

Date project was completed September 13, 1945

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed excavation on Unit "B" Wednesday and completed finishing Units "A" and "B" Thursday. Date of completion Sept. 13,1945.

The field party worked two days remeasuring Unit B. Chapman on job Monday to Thursday. Wood off all week on exchange time and vacation leave. The Semi-final estimate has been completed and will be delivered to the Division office Monday.

NOTED

Signed J.C. Chapman
J.C.Chapman Resident Engineer

Address Myrtle Creek, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | .35 |  |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed | .35 |  |  |  |  |
| Total estimated quantities | 16,600 |  |  |  |  |
| Estimated quantities moved or placed to date | 17,181.5 |  |  |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day | 1 |  |  |  |  |
| Hours per shift | 8 |  |  |  |  |
| Average force on project for week | 6 |  |  |  |  |

Percentages of men employed on contract to be secured from:

.................. County, ......%; .................. County, ......%; .................. County, ......%; .................. County, ......%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels 1, Power graders ......, Rollers ......, Mixers ......, Crushing or screening plants ......

Compressors 1, Bulldozers ......, Sheep-foot rollers ......, . . . . . . ......, . . . . . . ......, . . . . . . ......

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Clear |  |  |
| Monday | Clear |  |  |
| Tuesday | Clear |  |  |
| Wednesday | Clear |  |  |
| Thursday | Clear |  |  |
| Friday | Clear |  |  |
| Saturday | Cloudy |  |  |

Miles in project .35

Miles partially completed

| GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|

6-1111

May 31, 1945

Mr. John A. Logan
3824 N. E. 74th Avenue
Portland 13, Oregon

Dear Sir:

We are sending you today, by express, a fully executed copy of contract No. 2731, which was awarded to you on May 15, 1945, by the State Highway Commission, covering grade widening on the Myrtle Point-Elbow Point and Cape Sebastian Section of the Coos Bay-Roseburg and Oregon Coast Highway in Coos and Curry Counties. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

FOR FILING

6 - 1111

May 17, 1945

Mr. John A. Logan
3824 N. E. 74th Avenue
Portland 13, Oregon

Dear Mr. Logan:

We are sending you today by express four copies of Contract No. 2731, which was awarded to you by the State Highway Commission on May 15, 1945, covering 0.35 mile of grade widening requiring approximately 16,600 cu. yds. excavation on the Myrtle Point-Elbow Point and Cape Sebastian Sections of the Coos Bay-Roseburg and Oregon Coast Highways in Coos and Curry Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformity therewith.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG rmr

6-1111

May 16, 1945

#2731

Mr. John A. Logan
3824 N. E. 74th Street
Portland 3, Oregon

Dear Sir:

This letter is to inform you that the State Highway Commission, at its meeting on May 15, 1945, awarded to you the contract for the Myrtle Point-Elbow Point and Cape Sebastian Sections of the Coos Bay-Roseburg and Oregon Coast Highways, for which you submitted a low bid of $92,982.00.

Contract and bond forms will be sent you shortly for execution.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

cc: Mr. S. H. Probert
Mr. G. S. Paxson

6-1111

March 22, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We submit herewith PR-1-PA forms requesting authority to undertake a betterment project on the Coos Bay-Pistol River Section of the Oregon Coast Highway, and on the Coquille-Douglas County Line Section of the Coos Bay-Roseburg Highway.

The occasion for this project is the growing demand by logging and agricultural interests for the highway to be put in shape to carry the 60-foot vehicles which are in use in California, and on many of Oregon's highways. A survey of the situation shows that by widening the roadbed and surfacing at a comparatively small number of places, where present curvature is extreme, the whole of the highway between Coos Bay and the California Line, and between Roseburg and Coquille, can be opened to these larger trucks and larger truck loads. The cost involved will not exceed $70,000, which, in comparison with the benefit to be afforded, is only normal.

If the project is approved, we propose to receive bids at a letting to be held early in May.

We will appreciate your assistance and effort in obtaining favorable action on the project by the W. P. B. No federal aid is requested.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

SHP:ER

6-1111

March 22, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We submit herewith PR-1-PA forms requesting authority to undertake a betterment project on the Coos Bay-Pistol River Section of the Oregon Coast Highway, and on the Coquille-Douglas County Line Section of the Coos Bay-Roseburg Highway.

The occasion for this project is the growing demand by logging and agricultural interests for the highway to be put in shape to carry the 60-foot vehicles which are in use in California, and on many of Oregon's highways. A survey of the situation shows that by widening the roadbed and surfacing at a comparatively small number of places, where present curvature is extreme, the whole of the highway between Coos Bay and the California Line, and between Roseburg and Coquille, can be opened to these larger trucks and larger truck loads. The cost involved will not exceed $70,000, which, in comparison with the benefit to be afforded, is only normal.

If the project is approved, we propose to receive bids at a letting to be held early in May.

We will appreciate your assistance and effort in obtaining favorable action on the project by the W. P. B. No federal aid is requested.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

SHP:ER

SN-U-FAP 138-B(1) Coyote Cr.-Grave Cr. 1945
Sec., Pacific Hwy.
#2732

RECEIVED
NOV 6 1947
FOR FILING
138-B(1)

J. IRA "JACK" McNUTT
RES. PHONE 221

McNUTT BROS.
GENERAL CONTRACTORS
TELEPHONE 608
EUGENE, OREGON

October 30, 1947

Robert

Oregon State Highway Department
Salem, Oregon

Attention: W. C. Williams
Asst. State Highway Engineer

Gentlemen:

Referring to the Coyote Creek-Grave Creek Section in Josephine County, Contract No. 2732, we beg to advise that the Moser Gravel Bar at the crusher site has been cleaned up and all equipment moved off.

Your letter of October 10, 1947 stated that this was the reason final estimate was being held up. We would appreciate receiving this check at the very earliest date possible.

Respectfully yours,

MCNUTT BROTHERS

J Ira McNutt
J. Ira McNutt

cc to H. D. Smith
K.D. Lytle

See reply Nov. 4

RECEIVED
OCT 31 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 15 1947
FOR FILING
138-B(1)

October 10, 1947

McNutt Brothers
791½ E. Broadway
Eugene, Oregon

Gentlemen:

Reference is made to your letter of October 7, regarding final payment on the Coyote Creek-Grave Creek Section in Josephine County, Contract No. 2732.

Payment on final estimate is held pending removal of crushing equipment and performance of clean-up work at the Moser gravel bar. Our Commission will not accept the project as completed until those details are attended to.

If it is going to be some time before you can complete the plant removal and clean-up work, we will consider releasing a part of the $18,434.16 now retained. Please advise fully in regard to the situation.

Very truly yours,

W. C. Williams
Asst. State Highway Engineer

DBP:GS

cc to R. G. Smith
K. D. Lytle
Glen Roberts

RECEIVED
AUG 13 1947
FOR FILING

August 12, 1947

138-B-(1)

United States Guarantee Co.
S.R. Stevenson, Agent
Miner Bldg.
Eugene, Oregon

Dear Sir:

You are hereby notified that State Highway contract No. 2732, for work on the Coyote Creek-Grave Creek Section of the Pacific Highway, in Josephine County, has been completed by the contractor, McNutt Bros., and that final payment in the amount of $18,434.16 will be made after acceptance by the Highway Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $590,349.82, and that no force account work was performed therein. This contract was completed on November 2, 1946 but has not been accepted by the Commission. Due to the fact that the contractor has not moved his equipment from this job, we are unable to say at this time when the contract will be accepted.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

8-11-47 gs

RECEIVED
JUN 24 1947
FOR FILING

138-B(1)

June 23, 1947

Pacific Portland Cement Company
417 Montgomery Street
San Francisco, California

Attention: Mr. E. D. O'Banion
Credit Manager

Gentlemen:

This will acknowledge receipt of your letter dated June 12th, directed to the Oregon State Highway Commission, requesting certain information pertaining to Contract No. 2732 which was awarded to McNutt Bros., for grading and bituminous-macadam surfacing on the Coyote Creek-Grave Creek Section of the Pacific Highway in Josephine County.

To date this contract has not been accepted, nor has final payment been made, although the job was finished on November 2, 1946. The semi-final payment was made on June 3, 1947, bringing the total amount paid to the contractor to $571,915.66.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

w

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

**PACIFIC PORTLAND CEMENT COMPANY**
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND HI-PLASTIC PORTLAND CEMENT
*Empire-Reno Hardwall Plaster and Gypsum Products*

TRADE-MARKS

417 MONTGOMERY STREET
*SAN FRANCISCO 6, CALIFORNIA*

June 12, 1947

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

We wrote you on May 28 inquiring if State Highway contract #2732 had been accepted and if so, to advise the date of acceptance. To date we have not received your reply.

May we have the pleasure of hearing from you soon.

Yours very truly
PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Banion

H. D. O'Banion
Credit Manager

Mc Nutt Bros
Coyote Creek-Grave Creek, Joseph Co.
Pac. Hwy. Completed 11-2-46
grading. bit-mac.-surf.

HDO'B/pm

Semi-final payment made ~~May~~ June 3 for $ 571,915.66 [illegible]

RECEIVED
JUN 16 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 13 1947
FOR FILING

138-B (1)

June 11, 1947

Pacific Portland Cement Company
417 Montgomery Street
San Francisco 6, California

Gentlemen:

We have your letter of May 28th in which you make inquiry regarding the status of Contract No. 2732 and in which you also requested us to send a number of blank forms in the event it becomes necessary for you to file a claim.

This contract was awarded to McNutt Bros. of Eugene on May 15, 1945. It covers the Coyote Creek-Grave Creek Section of the Pacific Highway in Josephine County and is for grading and bituminous macadam surfacing. The contract has not, as yet, been accepted and it is not likely that it will be presented for acceptance at the Commission meeting of June 16 and 17.

We are enclosing, herewith, two mimeographed copies of the law regarding filing of claims which include an outline for the form to be used in presenting a claim.

We trust that this information and the blanks that we have supplied will furnish you with the necessary data.

Yours very truly,
OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dr 6/12
Enc.

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC
PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND HI-PLASTIC PORTLAND CEMENT
Empire-Reno Hardwall Plaster and Gypsum Products

TRADE-MARKS

417 MONTGOMERY STREET
SAN FRANCISCO 6, CALIFORNIA

May 28, 1947

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

Has State Highway Contract No. 2732 been accepted? If so, please advise the date of acceptance.

Please send us a number of blank forms in the event it becomes necessary to file our claim.

Yours very truly
PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Banion
Credit Manager

HDO'B/pm

RECEIVED
JUN 2 1947
OREGON
STATE HIGHWAY COMMISSION

Coast Wide Service — San Francisco — Los Angeles — Portland — San Diego — Seattle

Contract #2732

This contract has not been accepted. (3rd Notification has not been received and it is not likely at the present time that it will be presented for acceptance at next Comm. meeting)

DBP

RECEIVED
MAY 13 1947
FOR FILING

138-B(1)

May 12, 1947

United States Guarantee Co.
S.R. Stevenson, Agent
Miner Building
Eugene, Oregon

Dear Sir:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to McNutt Bros, on contract No. 2732, covering Coyote Creek-Grave Creek Section of the Pacific Highway in Josephine County. This payment, in the amount of $6,850.11, will be made on or after May 22, 1947. The retained percentage is $17,686.11.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

5-12-47 gl

RECEIVED
MAR 10 1947
FOR FILING

FAP-138-B-1

March 3, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 2 to establish the price of cement on the Coyote Creek-Grave Creek Section of the Pacific Highway in Josephine County, Contract No. 2732, in connection with Federal Aid Project No. SN-U-FAP-138-B (1).

Very truly yours,

R. C. Smith
Acting State Highway Engineer

DSP:SM

Encl.

RECEIVED
MAR 1 1947
FOR FILING

138-B (1)

February 28, 1947

United States Guarantee Co.
S. R. Stevenson, Agent
Minor Building
Eugene, Oregon

Dear Sir:

You are advised that it is the intention of the State Highway Commission to make a release of retained percentage payment to McNutt Bros. on contract No. 2732, covering Coyote Creek-Grave Creek Section of the Pacific Highway, in Josephine County. This payment, in the amount of $25,112.58, will be made on or after March 10, 1947. The retained percentage is $20,000.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

2-28-47, gl

RECEIVED
FEB 19 1947
FOR FILING

138-B(1)

February 18, 1947

Pacific Portland Cement Company
417 Montgomery Street
San Francisco 6, California

Gentlemen:

Further reference is made to Contract No. 2732, McNutt Bros., covering Cyote Creek-Grave Creek Section of the Pacific Highway in Josephine County.

This contract has not as yet been accepted by the State Highway Commission and, in fact, the final records regarding the estimate have not been received in Salem to date.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

RE:dr

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC
PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND HI-PLASTIC PORTLAND CEMENT
Empire-Reno Hardwall Plaster and Gypsum Products

TRADE-MARKS

417 MONTGOMERY STREET
*SAN FRANCISCO 6, CALIFORNIA*

February 13, 1947

Oregon State Highway Commission
Salem
Oregon

Subject: State Highway Contract #2732

Gentlemen:

Reference is made to our letter of January 8 and your reply of January 14.

Has the contract been accepted by the Highway Commission?

Yours very truly
PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Banion
Credit Manager

HDO'B/pm

2/18/47
Not accepted yet

REFERRED TO
[illegible]
BY SECRETARY
[illegible]

RECEIVED
FEB 17 1947
OREGON
STATE HIGHWAY COMMISSION

*Coast Wide Service* — San Francisco – Los Angeles Portland – San Diego – Seattle

RECEIVED
JAN 28 1947
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
~~[illegible]~~
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

W-U-FAP-15✓ C-1

January 24, 1947.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Project No. SN-U-FAP 138-B(1), Pacific Highway, Coyote Creek - Grave Creek Section, was made by a representative of this office on January 21, 1947.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

~~[illegible]~~
District Engineer

~~By~~

~~[illegible]~~
~~Sr. Highway Engineer~~

RECEIVED
JAN 25 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 15 1947
FOR FILING

138-13(1)

January 14, 1947

Pacific Portland Cement Co.
417 Montgomery St.
San Francisco 6
California

Gentlemen:

Reference your letter of January 8.

I am pleased to inform you that State Highway Contract No. 2732, for grading and surfacing on the Coyote Creek-Grave Creek Section of the Pacific Highway, McNutt Bros., contractor, was completed on November 2, 1946, but has not as yet been accepted by the Highway Commission.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

**PACIFIC PORTLAND CEMENT COMPANY**
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND HI-PLASTIC PORTLAND CEMENT
*Empire-Reno Hardwall Plaster and Gypsum Products*

TRADE-MARKS

417 MONTGOMERY STREET
*SAN FRANCISCO 6, CALIFORNIA*

January 8, 1947

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

We furnished material to Mr. Oscar Joelson, a subcontractor on the Coyote Creek job on which McNutt Bros. were the general contractors.

Please advise if the contract has been completed and if so, the date of completion.

Yours very truly
PACIFIC PORTLAND CEMENT COMPANY

H D O'Banion

H. D. O'Banion
Credit Manager

HDO'B/pm

REFERRED TO
Eggleston
BY SECRETARY

prepare reply

RECEIVED
JAN 10 1947
OREGON
STATE HIGHWAY COMMISSION

Jm

RECEIVED
JAN 15 1947
FOR FILING

SN-U-FAP 138 B(1)

January 10, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are five copies of materials report, Form PR 47-A, as prepared by the engineer on contract No. 2732, Coyote Creek-Grave Creek Section, Project No. SN-U-FAP 138-B (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:GS
Encl.

RECEIVED
JAN 10 1947
FOR FILING

138-B(1)

January 9, 1947

McNutt Bros.
861½ E. Broadway
Eugene
Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 30, 1946, had under discussion your request for an extension of time of 94 days, from July 31, 1946 to November 2, 1946, within which to complete your contract No. 2712, for grading and surfacing on the Coyote Creek-Grave Creek Section of the Pacific Highway, in Josephine County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ec/gl

cc: K. D. Lytle

RECEIVED
DEC 14 1946
FOR FILING

SN-U-FAP 138-B-1

December 11th, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract 2732, Coyote Creek-Grave Creek Section of the Pacific Highway, SN-U-FAP 138-B(1), to Moffatt Brothers, contractors, from July 31, 1946 to November 2, 1946.

Shortage of laborers and skilled operators, delay in railroad shipments of asphalt and a longer period of inclement weather than was anticipated were the contributing factors to the failure of the contractor to complete the project within the specified time limit. I would recommend that this extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

B

cc to: H. G. Smith

RECEIVED
DEC 5 1946
FOR FILING
138-B(1)

December 5, 1946

Soule' Steel Company
1750 Army Street
San Francisco, 24, California

Attention: Mr. N. O. Miller

Gentlemen:

We have your request of the third for the date upon which McNutt Brothers' contract No. 2732, covering grading, surfacing, and a bridge on Coyote Creek-Grave Creek Section of the Pacific Highway in Josephine County.

This contract has not as yet been accepted by the Commission. Work was completed on November 2, 1946, but at the present time the semi-final estimate is in the hands of the Resident Engineer, it having been returned for correction.

We trust this gives you the information you desire.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

Secretary

RE:md

LOS ANGELES
PORTLAND
HOUSTON

TELEPHONE
VALENCIA 4141

SOULÉ STEEL COMPANY
IRON AND STEEL PRODUCTS
1730 ARMY STREET
SAN FRANCISCO, 24, CALIF.

December 3, 1946

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you kindly advise the date on which the Oregon State Highway Commission accepted the work for McNutt Bros. covering construction of a bridge over Coyote Creek in the southern part of Oregon--your contract #2732.

Thanking you for your kindness in furnishing us this information, we are,

Yours very truly,

SOULE' STEEL COMPANY

By N O Millar

N. O. Millar
Treasurer

NOM:lj

#2732
Completed - 11-2-46
Accepted - Not.
Since final est. has
not been received from field

RECEIVED
DEC 5 1946
OREGON
STATE HIGHWAY COMMISSION

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL.

Form E-1—6M—6-44

136-B (1).

# OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 2nd, 1946

| | |
|---|---|
| Section Coyote Creek - Grave Creek | Kind of work Grading and Bit. Mac. Surfacing |
| Highway Pacific | Section prefix 17 - 1107 |
| Contractor McNutt Bros. | Contract number 2732 |
| Date of contract May 15, 1945 | Date of completion July 31, 1946 |
| Date work started May 21, 1945 | Estimated date of completion November 2, 1946 |
| Amount of contract $ 601,501.00 | Per cent of time elapsed 121.27 % |

Estimated cost of completed project, exclusive of engineering $ 642,721.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 32,220.00, 5.21 %

Date project was completed November 2, 1946

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed setting and painting sight posts and cleaning up the roadway.

NOTED
E.G. GRIFFITH

RECEIVED
NOV 5 1946
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
E.A. PEASE

Signed E. Roberts

Address P.O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Estimated Dates of completion of the various classes of work. | Aug. 10th | Oct. 12th | July 31st | Oct. 12th |  |
| Miles in project | 4.36 | 4.36 | ----- | 4.36 |  |
| Miles partially completed | -- | -- | -- | -- |  |
| Miles completed | 4.36 | 4.36 | -- | 4.36 |  |
| Total estimated quantities | 835,000 | 28,500 | 1400 | 7,350 Cu. Yds.<br>510 Tons Oil |  |
| Estimated quantities moved or placed to date | 835,000 | 28,500 | 1400 | 7,350 Cu. Yds.<br>510 Tons Oil |  |
| Average daily quantities Past Week | None | None | -- | None |  |
| Average daily quantities necessary to complete project on time | -- | -- | -- | -- |  |
| Number shifts per day | -- | -- | -- | -- |  |
| Hours per shift | -- | -- | -- | -- |  |
| Average force on project for week | -- | -- | -- | -- |  |

Percentages of men employed on contract to be secured from:

.......... County, ......%; .......... County, ......%; .......... County, ......%; .......... County, ......%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers .........., Sheep-foot rollers .........., Trucks . 1 , .......... , ..........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Showers |  |  |
| Monday | Cloudy |  |  |
| Tuesday | Cloudy |  |  |
| Wednesday | Shower |  |  |
| Thursday | Rain |  |  |
| Friday | Shower |  |  |
| Saturday | Clear |  |  |

RECEIVED
OCT 26 1946
FOR FILING

138-B (1)

October 25, 1946

Shell Oil Company, Inc.
1220 S. W. Morrison Street
Portland 5, Oregon

Attention: R.H. Forbes, Division Credit Manager

Dear Mr. Forbes:

With respect to your request of the 21st regarding McNutt Brothers, Eugene, Oregon, Contract #2732, we furnish the following information:

This contract was written to cover grading and bituminous macadam surfacing of the Coyote Creek-Grave Creek Section of the Pacific Highway. The estimated date of completion has been given to us as October 31, 1946, although at the last estimate on October 15, it was only eighty-nine percent complete. Total payments to the contractor, including the October 15 estimate ($26,444.50) amount to $523,906.00.

We trust this gives you the information you desire.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

RH:dr

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND 5, OREGON
TELEPHONE ATWATER 7321

October 21, 1946

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: McNutt Brothers
Eugene, Oregon
Contract #2732

It will be appreciated if you will tell us the date this contract was completed and accepted by your office, or if the contract is not finished, please advise us the percent completed, the date set for completion and the amount of money paid so far to the contractor.

A self-addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY
Incorporated

R. H. Forbes
R. H. FORBES
Division Credit Manager

RGW:GL
Encl.

RECEIVED
OCT 23 1946
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
[illegible]
BY SECRETARY
[illegible]

RECEIVED
OCT 19 1946
FOR FILING

SN-U-FAP-138-B-1

October 19, 1946

Bell Oil & Refining Sales Co.
621 South Hope Street
Los Angeles 14
California

ATTENTION: William F. Lyte, President

Gentlemen:

Reference to your letter of October 15.

I am pleased to inform you that the name of the surety on State Highway contract No. 2732, covering grading and surfacing on the Coyote Creek-Grave Creek Section of the Pacific Highway, is United States Guarantee Company, S.R. Stevenson, Agent, Miner Bldg., Eugene, Oregon. This is Federal Strategic Network Project No. SN-U-FAP 136-B (1).

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

gl

CABLE ADDRESS NATCO

# BELL OIL & REFINING SALES COMPANY

MARKETERS OF PETROLEUM PRODUCTS • REFINERY — SANTA MARIA, CALIFORNIA

ASPHALT
ROAD OIL
ROOFING ASPHALT
FUEL OIL

621 SOUTH HOPE STREET
LOS ANGELES 14, CALIFORNIA
TELEPHONE TRINITY 6103

October 15, 1946

State Highway Engineer
State of Oregon
Salem, Oregon

Dear Sir:

Will you please furnish us the name of the bonding company supplying the bond to McNutt Bros., contractors on the Oregon State Highway Project No. SN-U-FAP 138-B(1).

An early reply will be appreciated.

Very truly yours,

BELL OIL & REFINING COMPANY

William F. Lyte

WILLIAM F. LYTE
President

WFL:jc

REFERRED TO

BY SECRETARY

RECEIVED
OCT 1[illegible] 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 18 1946
FOR FILING

138-B(1)

Sep.17,1946

Soule Steel Company
1750 Army Street
San Francisco 24,
California

ATTENTION: E. O. Millar, Treasurer

Gentlemen:

We have your letter of September 12, in which you request information as to whether or not McNutt Bros. have completed the Coyote Creek-Grave Creek Section of the Pacific Highway.

Our resident engineer, in his report of September 7, stated that this contract was approximately 90% completed.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

HB:gl

TELEPHONE
VALENCIA 4141

SOULÉ STEEL COMPANY
IRON AND STEEL PRODUCTS
1750 ARMY STREET
SAN FRANCISCO, 24, CALIF.

September 12, 1946

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you kindly advise whether the commission has accepted the work of McNutt Bros. on the Coyote Creek-Gravo Creek section of the Pacific Highway?

Yours very truly,

SOULE' STEEL COMPANY

By N O Millar
N. O. Millar
Treasurer

NOM:vp

REFERRED TO
[illegible]
BY SECRETARY

RECEIVED
SEP 14 1946
OREGON
STATE HIGHWAY COMMISSION

Prepare reply [illegible] date of completion and date of acceptance
if accepted state date of completion
if not accepted [illegible] present status
RHB

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL.

Coyote Cr. [illegible] Co.
Contract 2732

| | |
|---|---|
| Original Cont. Obligation (Contract Items) | $ 601,501.00 |
| Anticipated Items (2nd) | 16,500.00 |
| Estimate Corrected to date (by Res. Engr. O.S. sheet) | $ 611,520.10 |
| Performed to Date (O.S. Sheet Engr. figures) | 481,257.08 |
| % Complete $\frac{481,257.08}{601,501.00}$ | 80% |
| Paid Contractor (On Contract Items) | 436,144.50 |
| Plus Materials on Hand | 41,380.00 |
| Total Paid Contractor | 477,524.50 |
| Retained Percent | 45,112.58 |

These figures are from August 15th Estimate. Estimate for Sept. not yet in.

Sep 7- 90% 7

not com[illegible]
not accepted

RECEIVED
MAY 16 1946
FOR FILING

138-B-1

May 8, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work covering the oiling of detour roads on the Coyote Creek-Grave Creek Section in Klamath County, Contract No. 2732, in connection with Federal Aid Project No. SN-U-FAP 138-B (1).

This is an anticipated item of expense on this contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

DEP:GS

Encl.

RECEIVED
MAY 1 1946
FOR FILING

738-B(1)

April 30, 1946

2732

Soule Steel Company
1750 Army Street
San Francisco, California

Gentlemen:

We acknowledge receipt of your letter of the 25th regarding the bondsman in connection with a contract to Mr. Oscar E. Joleson for construction near Coyote Creek in southern Oregon.

Our records indicate that this contract, No. 2732, was let to McNutt Brothers of 351½ Broadway, Eugene, and at this time we have no definite record that they subcontracted any portion of the work to Oscar E. Joleson. However, it is our understanding that Mr. Joleson is actually prosecuting some of the work.

This project is approximately 44 percent complete, and we have paid to McNutt Brothers $272,116.74. The bondsman for McNutt Brothers on this project is the United States Guarantee Company, and Mr. S. R. Stevenson of Eugene is their resident agent.

We trust that this will give you the information you desire.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

RE/dr

HOUSTON

TELEPHONE
VALENCIA 4141

# SOULÉ STEEL COMPANY

IRON AND STEEL PRODUCTS
1750 ARMY STREET
SAN FRANCISCO, 24, CALIF.

April 25, 1946

Oregon Highway Commission
Salem, Oregon

Gentlemen:

We had the contract to supply Mr. Oscar E. Joelson with the reinforcing steel to be used in the construction of a portion of the Pacific Highway at Coyote Creek.

Will you please advise us the name of the company that wrote Mr. Joelson's bond on this job. We would also appreciate it if you would let us know whether or not any payments have been made to Mr. Joelson as we shipped him material last December on which payment has not been received by us.

Yours very truly,

SOULE' STEEL COMPANY

By N O Millar

N. O. Millar
Treasurer

NOM:lj

3571 Bolum Engr

2732
McNutt Bros
Pd. M. including
4-17-46
$272,116.74
Est. 30,235.19
above ** % complete
McNutt bond by U.S. Guarantee Co
S.R. Stevenson
Engr

REFERRED TO
BY SECRETARY

prepare rep

RECEIVED
APR 27 1946
OREGON
STATE HIGHWAY COMMISSION

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL.

RECEIVED
SEP 14 1945
FOR FILING

138-B-1

Salem, Oregon
Sept. 14, 1945

Mr. C. B. McCullough
Asst. State Highway Engineer

Building

Dear Sir:

I am returning to you, herewith, six copies of an Agreement covering the changes of the Western Union Telegraph Company's line on the Coyote Creek-Grave Creek Section of the Pacific Highway, which has been fully executed by the Highway Commission.

After the Pacific Telephone and Telegraph Company has signed the above mentioned Agreement I would like to have one fully executed copy, for the Commission's records and files, returned to me.

Very truly yours

Secretary

gl
Attachments

**OREGON STATE HIGHWAY COMMISSION**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 4, 1945

SUBJECT:

To: Mr. C. B. McCullough
Asst. State Highway Engineer
Office

NOTED
Asst. State Highway Engineer

Dear Sir:

We hand you herewith six copies of an agreement covering the changes of the Western Union Telegraph Company's line on the Coyote Creek-Grave Creek Section of the Pacific Highway in Josephine County, which have been executed by the Western Union Company.

We are also attaching a letter from Mr. C. P. Norton, Division Plant Superintendent, setting forth several minor modifications which they have made in the agreement. Such modifications have been approved by the Construction Office.

Very truly yours,

H. G. SMITH
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

REFERRED TO
H. B. Glaisyer
By Asst. State Highway Engineer

EAP:ER

Encl.

THE WESTERN UNION TELEGRAPH COMPANY
PACIFIC DIVISION
SAN FRANCISCO CAL.

C. P. NORTON
DIVISION PLANT SUPERINTENDENT

RECEIVED
AUG 30 1945

August 27, 1945

POLE LINES - Line Changes - PZ Route 79 - Wolf Creek, Oregon

Oregon State Highway Commission
Salem, Oregon

ATTENTION: Mr. H. G. Smith
Construction Engineer

Gentlemen:

This is in reference to your letter of June 26th advising us that six copies of agreement covering changes in our line along the Coyote Creek - Grave Creek section of the Pacific Highway in Josephine County were being forwarded to us by express.

The six copies have been executed by the proper officials of the Telegraph Company with slight modifications, which in no way change the meaning or intent of the agreement.

These modifications are as follows:

(1) The estimated amounts payable by the Telegraph Company and the State Highway Commission shown in subparagraph (c) of paragraph 8 have been changed to read $320 for the State and $522 for the Western Union Telegraph Company. This was done to conform with the statement in the same paragraph that the Western Union would stand 62% and the State 38% of the expense, the total estimated cost of which is $842. The estimated cost to the Telegraph Company is then 62% of $842, or $522, and to the State 38% of $842, or $320, instead of $533 and $309, respectively, as shown in my letter of May 23, 1945.

don

(2) In sub-paragraph (a) paragraph 8 in lines 4 and 6, "the company" has been changed to read the "Western Union".

(3) In sub-paragraph (c) paragraph 8 in lines 3 and 5, "the company" has been changed to read "Western Union".

(4) In sub-paragraph (b) paragraph 7 line 2, we have inserted the word "Telephone" before the word company.

The foregoing changes are minor and are merely for clarification and do not alter any intent.

We have taken the liberty to rewrite sheet 4, making the above mentioned changes, assuming that you will have no objections.

Subsequent to the signing of the agreement by our officials in New York, a slight change of plan was proposed, which was approved by both the State Highway and the Western Union. This change of plan extended the work north of engineer's station from pole 12458 to pole 12462 and was occasioned by the decision that a better crossing to the Telephone Company's line could be made on pole 12462 than 12458 as originally planned, due to the fact that pole 12458 was on the low side of the new highway grade and the present pole would not give sufficient clearance over the crossing for either the temporary or permanent construction. This change of plan entailed the construction of additional twisted pair wire on Telephone Company's poles 700 to 705, inclusive, also removal of our line between poles 12458 and 12462.

As our poles 12459, 12460, 12461, and 12462 were all over 30 ft. from the existing highway, the entire cost of this additional work, in accordance with the principles of the agreement, will be borne by the State. In this connection, I am attaching copies of exchange of telegrams with Mr. [illegible], Assistant State Highway Engineer, confirming this arrangement. As the formal agreement had been executed in part by the State and in full by our own officials, a revision due to this slight change was deemed unnecessary.

Jon

In billing for this additional work, the charge will be made to Job 3529-45 which is 100% State expense, separating the expense to show additional work performed north of highway engineering station 305 between poles 12458 and 12462 as agreed upon by Assistant State Highway Engineer C. B. Mc Cullough in his telegram of August 7, 1945.

I am returning the six copies of the agreement which have been executed on the part of the Telegraph Company by express to you today.

Yours truly,

C P Norton
Division Plant Superintendent

MBC:PGC
GVS
Attachments

don

COPY

RECEIVED
AUG 30 1945

PRA514 27 4 EXTRA=SALEM ORG 7 519P
C P NORTON=DIVISION PLANT SUPERINTENDENT
WESTERN UNION TELEGRAPH CO SFRAN=

HIGHWAY CROSSING FROM POLE 12462 APPROVED. IF THERE IS ADDITIONAL EXPENSE IT WILL BE ADJUSTED ACCORDING TO THE TERMS OF THE GENERAL AGREEMENT=

C B MCCULLOUGH ASST STATE HIGHWAY ENGINEER
OREGON STATE HIGHWAY DEPARTMENT

---

BY OUR MR HAZEL AND IS CONSIDERED MOST DESIRABLE FOR ALL CONCERNED. IF REVISED PLAN MEETS WITH APPROVAL OF OREGON HIGHWAY COMMISSION AND IT IS AGREEABLE TO BEARING ADDITIONAL EXPENSE, PLEASE HAVE PROPER OFFICIAL AUTHORIZE BY WIRE.

WESTERN UNION TELEGRAPH CO.

C. P. NORTON

WED/ekm
GWS
135P

Jon

COPY

DH CO

DM SAN FRANCISCO CALIF.

AUG 3 1945

RECEIVED
AUG 30 1945

K D LYTLE.....DIVISION HIGHWAY ENGINEER.....ROSEBURG OREGON

PLEASE REFER TO MY LETTER MAY 23 RE CHANGES WOLF CREEK TO GRAVES CREEK PARTICULARLY FIELD SHEET 3 SHOWING PROPOSED HIGHWAY CROSSING AT POLE 12459. OUR MAN IN FIELD STATES THIS CROSSING SHOULD BE CHANGED TO POLE 12462 ACCOUNT PROVIDING CLEARANCE FOR WORK EQUIPMENT. THIS WILL INVOLVE 3 ADDITIONAL SPANS OF LINE WHICH IS NOW LOCATED MORE THAN 30 FT FROM OLD HIGHWAY, EXPENSE OF WHICH ACCORDING TO AGREEMENT SHOULD BE BORNE BY STATE. IT WILL ALSO INVOLVE PURCHASE OF ONE POLE FROM PAC TEL & TEL CO'S OLD LINE. OUR ESTIMATE OF ADDITIONAL COST $150.00 WHICH INCLUDES PURCHASE OF FONE CO OLD POLE OPPOSITE 705. UNDERSTAND THIS CHANGE IN PLAN HAS BEEN DISCUSSED ON GROUND WITH HIGHWAY ENGINEER BY OUR MR HAZEL AND IS CONSIDERED MOST DESIRABLE FOR ALL CONCERNED. IF REVISED PLAN MEETS WITH APPROVAL OF OREGON HIGHWAY COMMISSION AND IT IS AGREEABLE TO BEARING ADDITIONAL EXPENSE, PLEASE HAVE PROPER OFFICIAL AUTHORIZE BY WIRE.

WESTERN UNION TELEGRAPH CO.
C. P. NORTON

WED/ekm
GWS
135P

VED
1945
IN

Jon

RECEIVED
AUG 24 1945
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
~~DISTRICT ONE~~
Division 8

MONTANA
OREGON
WASHINGTON

138-B-1

POST OFFICE BUILDING
PORTLAND, OREGON

August 23, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-U-FAP 138-B(1)
Coyote Creek-Grave Creek Section
Pacific Highway.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

Davis
DAVIS
District Engineer

~~By~~

~~Sr. Highway Engineer~~

Encl.

RECEIVED
AUG 2 1945

Jon

WA47J 20699

Form P. R. 2

State Oregon

Federal Aid Project No. SN-U-FAP 136-B(1)

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of June, 1945

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: and the Defense Highway Act of 1941.

Whereas the Highway Department of said State submitted on the 1st day of November, 1927, a project statement, which was approved on the 7th day of January, 1928, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the Division Engineer of the Public Roads Administration on the 6th day of May 1944; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of four hundred seventy thousand and no/100 dollars ($470,000.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources Funds made available under Section 4(b) of the Defense Highway Act of 1941, approved November 19, 1941 (Public Law 295 - 77th Congress).
(State how placed under direct control of Highway Department)

## ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 213+50 in the N.E.¼, Sec. 32, T. 33 S., R. 6 W., and Survey Station 437+00 in the N.W.¼, Sec. 11, T. 34 S., R. 6 W., W.M.

, length 4.238 miles, in Josephine County, being Section B(1) of Oregon Federal Aid project No. SR-W-FAP 138, consisting of 4.175 miles of roadway and 2 bridges, each of more than 20 feet clear span, .063 of a mile in length.

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

This project is located on the strategic network of highways and is subject to certain provisions of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.)

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of four hundred seventy thousand and 00/100 dollars ($470,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of six hundred forty-seven thousand, seven hundred ninety-nine and 34/100 dollars ($647,799.34), the approved total estimated cost of Section B(1) of said project.

## PAYMENTS

Article V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

## MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, Laws 1939
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

516

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of

JUL 26 1945, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
(Title of officer)

By ______
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest
SECRETARY

FEDERAL WORKS ADMINISTRATOR,

By H J O'Leary
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)*

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. [illegible]-U-FAP 19[illegible]-[illegible](1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $647,799.34 as the total estimated cost of said project, and the sum of $470,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ...... day of ......................
one thousand nine hundred and JUL 26 1945

FEDERAL WORKS ADMINISTRATOR,

By ..............................
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—70189

RECEIVED
AUG 9 - 1945
FOR FILING

FORM E-30 25M 4-43

**OREGON STATE HIGHWAY COMMISSION**

INTER-DEPARTMENT CORRESPONDENCE

138-B-1

Salem, Oregon
August 8, 1945

SUBJECT:

NOTED
Asst. State Highway Engineer

To:

Mr. C. B. McCullough,

Office.

Dear Sir:

Accompanying this letter you will find five bound copies of the agreement between the State and The California Oregon Power Company with respect to the removal and reinstallation of certain poles and other company facilities, which work has been made necessary by reason of the relocation of a portion of the Pacific Highway. These instruments were prepared in response to a request by H. G. Smith and they are delivered to you for appropriate disposition.

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:PW

Enc.

all of the above Copies sent to H. G. Smith for transmittal to Lytle. 8-8-45

138-B-1

| CLASS OF SERVICE DESIRED | | | |
|---|---|---|---|
| DOMESTIC | | CABLE | |
| TELEGRAM | ☒ | ORDINARY | ☐ |
| DAY LETTER | ☐ | URGENT RATE | ☐ |
| SERIAL | ☐ | DEFERRED | ☐ |
| OVERNIGHT TELEGRAM | ☐ | NIGHT LETTER | ☐ |
| SPECIAL SERVICE | ☐ | SHIP RADIOGRAM | ☐ |

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

RECEIVED
AUG 8 - 1945
FOR FILING

NOTED
Asst. State Highway Engineer

# COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON
AUGUST 7TH, 1945

C. P. NORTON
DIVISION PLANT SUPERINTENDENT
WESTERN UNION TELEGRAPH COMPANY
SanFRANCISCO, CALIFORNIA

HIGHWAY CROSSING FROM POLE 12462 APPROVED. IF THERE BE ADDITIONAL EXPENSE, IT WILL BE ADJUSTED ACCORDING TO THE TERMS OF THE GENERAL AGREEMENT.

C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
OREGON STATE HIGHWAY DEPARTMENT

---

PURCHASE OF FONE CO OLD POLE OPPOSITE 705 UNDERSTAND THIS CHANGE IN PLAN HAS BEEN DISCUSSED ON GROUND WITH HIGHWAY ENGINEER BY OUR MR HAZEL AND IS CONSIDERED MOST DESIRABLE FOR ALL CONCERNED IF REVISED PLAN MEETS WITH APPROVAL OF OREGON HIGHWAY COMMISSION AND IT IS AGREEABLE TO BEARING ADDITIONAL EXPENSE PLEASE HAVE PROPER OFFICIAL AUTHORIZE BY WIRE=

WESTERN UNION TELEGRAPH CO C P NORTON.

H. G. Smith
Will call you about this on Monday after I talk to Roberts. All maps in your office

23 3 12459 12462 3 30 $150.00 705. 1C1DL.

ING ITS SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

UNION

A. N. WILLIAMS
PRESIDENT

DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

RECEIVED
AUG 8 - 1945

The filing time shown in the date line on telegrams [illegible] is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRJ89 DH DM=SANFRANCISCO CALIF 3

4 P.M.

1945 AUG 3 PM 3 4

K D LYTLE=
DIVISION HIGHWAY ENGINEER

PLEASE REFER TO MY LETTER MAY 23 RE CHANGES WOLF CREEK TO GRAVES CREEK PARTICULARLY FIELD SHEET 3 SHOWING PROPOSED HIGHWAY CROSSING AT POLE 12459 OUR MAN IN FIELD STATES THIS CROSSING SHOULD BE CHANGED TO POLE 12462 ACCOUNT PROVIDING CLEARANCE FOR WORK EQUIPMENT. THIS WILL INVOLVE 3 ADDITIONAL SPANS OF LINE WHICH IS NOW LOCATED MORE THAN 30 FT FROM OLD HIGHWAY. EXPENSE OF WHICH ACCORDING TO AGREEMENT SHOULD BE BORNE BY STATE. IT WILL ALSO INVOLVE PURCHASE OF ONE POLE FROM PAC TEL & TEL CO'S OLD LINE. OUR ESTIMATE OF ADDITIONAL COST $150.00 WHICH INCLUDES PURCHASE OF FONE CO OLD POLE OPPOSITE 705 UNDERSTAND THIS CHANGE IN PLAN HAS BEEN DISCUSSED ON GROUND WITH HIGHWAY ENGINEER BY OUR MR HAZEL AND IS CONSIDERED MOST DESIRABLE FOR ALL CONCERNED IF REVISED PLAN MEETS WITH APPROVAL OF OREGON HIGHWAY COMMISSION AND IT IS AGREEABLE TO BEARING ADDITIONAL EXPENSE PLEASE HAVE PROPER OFFICIAL AUTHORIZE BY WIRE=

WESTERN UNION TELEGRAPH CO C P NORTON.

H. G. Smith

Will call you about this on Monday after I talk t Roberts. All maps in your office
KDL

23 3 12459 12462 3 30 $150.00 705.

RECEIVED
AUG 14 1945
FOR FILING

FAP 138-B-1

August 6, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval is price agreement No. 1, covering the furnishing and installing of two $45^\circ$ elbows and one $90^\circ$ elbow as connections for 9-inch Perforated Corrugated Iron Pipe Drains, in connection with the Coyote Creek-Grave Creek Project, SN-U-FAP 138-B (1).

The $90^\circ$ elbow is for use at Station 365+78, where it was originally planned to drain the bleeders into the box culvert, but due to the advisability of draining a hole deeper than the flow line of the culvert, the bleeder is to be brought out parallel with the culvert at the lower end. This will put a $90^\circ$ angle in the pipe.

The two $45^\circ$ elbows are to be used at Station 355+32 which will be installed about as planned.

On the 9-inch Corrugated Iron Pipe, the contract does not make provision for these special joints, thus making this agreement necessary.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

ECEIVED
JUL 31 1945
FOR FILING

FAP 138-B (1)

July 27, 1945

Mr. W. R. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is Order for Extra Work No. 1, covering the construction of an access road to existing highway to provide a temporary outlet road for Mr. Fred Marquardt while fill across present outlet and permanent approach road is being built on the Coyote Creek-Grave Creek Project, SN-U-FAP 138-B (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

RECEIVED
JUN 28 1945
FOR FILING

138-B-1

June 27, 1945

Mr. Buford Sommers
United Press - Box 1351
Portland 7, Oregon

Dear Mr. Sommers:

Responding to your request of June 21 I am enclosing, for your information, a tabulation of the unit bids received by the State Highway Commission on May 15, 1945, for the construction of the Coyote Creek-Graves Creek Section on the Pacific Highway in Josephine County. The successful bidder was McNutt Brothers in Eugene, at a total bid price of $601,501.00.

I am pleased to be of service to you in this matter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

[illegible] gl
Encl.

United Press Associations
INCORPORATED IN NEW YORK
GENERAL OFFICES
NEWS BUILDING NEW YORK CITY

*Written from*
PORTLAND, ORE. BUREAU
JOURNAL BLDG.

June 21, 1945

Mr. H. T. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

A client of mine is interested in unit bids on a project awarded by the Commission last month, and I was wondering if the information would be available in your office or whether some one in your office might obtain it from the Highway Engineer's office.

The project is No. SN-U-FAP-138-B (1), involving bridges and surfacing on the Coyote Creek-Graves Creek section of the Pacific highway. It was awarded to McNutt Brothers of Eugene last month for $601,501.

I should be grateful for any help you can give me on this.

Yours very truly,

Buford Sommers

Buford Sommers
United Press - Box 1351
Portland 7, Ore.

RECEIVED
JUN 2 2 1945
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
JUN 25 1945
FOR FILING

138-B-1

June 25th, 1945

California-Oregon Power Company
Grants Pass, Oregon

Attention: Mr. Moyer, District Supt.

Dear Sir:

McNutt Brothers, contractors, are starting grading operations in the vicinity of Grave Creek, and there are five of your poles which will interfere with their operations. This is your authority to make the necessary adjustments in line with the tentative agreement which you have been arranging with Mr. Lytle, and you will be reimbursed by the State for the expense incurred in the removal from private property upon which you have a lease or easement.

We have prepared formal agreements and submitted them to the Pacific Telephone and Telegraph and Western Union for the removal of their poles, but we have been awaiting the receipt of maps from your office before writing up such an agreement with your company. We would greatly appreciate it if you could complete your arrangements with Mr. Lytle and submit him the necessary maps so that the formal agreement can be prepared.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

R

cc to: K. G. Smith

13A-1B-1

RECEIVED

[illegible]

File

Charge to the account of ______________________ $ ______

| CLASS OF SERVICE DESIRED | | | |
|---|---|---|---|
| DOMESTIC | | CABLE | |
| TELEGRAM | X | ORDINARY | |
| DAY LETTER | | URGENT RATE | |
| SERIAL | | DEFERRED | |
| NIGHT LETTER | | NIGHT LETTER | |

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

# WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1217

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

FOR VICTORY
BUY
WAR BONDS
TODAY

RECEIVED
JUN 23 1945
FOR FILING

C. P. NORTON
WESTERN UNION TELEGRAPH COMPANY
SAN FRANCISCO, CALIF.

REURTEL AGREEMENT ACCORDS WITH PROPOSALS IN YOUR LETTER OF MAY 23 TO LYTLE.

C. B. MCCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM, OREGON

---

:ASST STATE HIGHWAY ENGINEER OREGON STATE HIGHWAY

RECEIVED
JUN 23 1945
FOR FILING

:YOUR TELEGRAM T L M STEPHENS AT PORTLAND AUTHORIZING RELOCATION OF WU LINES ON COYOTE CREEK GRAVE CREEK SECTION PACIFIC HIGHWAY. PRESUME AGREEMENT WILL EMBODY AND BE IN ACCORDANCE WITH THE PROPOSALS SET FORTH IN MY LETTER OF MAY 23 1945 ADDRESSED TO K D LYTLE. WILL YOU PLEASE ADVISE=

THE WESTERN UNION TELEGRAPH COMPANY C P NORTON.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
JUN 20 1945
FOR FILING

[illegible]

Files

*Charge to the account of* ______________________ $ ________

| CLASS OF SERVICE DESIRED | | | |
|---|---|---|---|
| DOMESTIC | | CABLE | |
| TELEGRAM | | ORDINARY | |
| DAY LETTER | | URGENT RATE | |
| SERIAL | | DEFERRED | |
| NIGHT LETTER | ☒ | NIGHT LETTER | |

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

# WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1217

CHECK

ACCOUNTING INFORMATION

TIME FILED

*Send the following telegram, subject to the terms on back hereof, which are hereby agreed to*

FOR VICTORY
BUY
WAR BONDS
TODAY

RECEIVED
JUN 20 1945
FOR FILING

L. M. STEVENSON
WESTERN UNION
PORTLAND, OREGON

THIS IS YOUR AUTHORITY TO PROCEED WITH RELOCATION OF WESTERN UNION LINES ON COYOTE CREEK - GRAVE CREEK SECTION PACIFIC HIGHWAY. FORMAL AGREEMENT IN LINE WITH PREVIOUS DISCUSSIONS WILL BE FORWARDED NEXT WEEK. CONTRACTOR WILL BE DELAYED IF WORK NOT STARTED IMMEDIATELY.

C. B. MCCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
OREGON STATE HIGHWAY COMMISSION

RECEIVED
JUN 15 1945
FOR FILING

132-1-1

PACIFIC TELEPHONE AND TELEGRAPH COMPANY

June 12th, 1945

Cross Referenced To
Adm
Utilities
Telephone

Mr. O. C. Neff
General Plant Engineer
Pacific Telephone & Telegraph Company
730 S. W. Oak Street
Portland, Oregon

Dear Sir:

This is your authority to proceed with the relocation of the line of the Pacific Telephone & Telegraph Company on the Coyote Creek-Grave Creek Section of the Pacific Highway as soon as the necessary clearing has been done.

A formal agreement will be forwarded in a few days, but it is not necessary to wait for this, as any delay might interfere with the operations of the grading contractor.

Very truly yours,

R. H. Baldock
State Highway Engineer

B

cc to: E. G. Smith
K. D. Lytle
G. E. Roberts

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

OREGON AREA

730 S. W. OAK STREET

TELEPHONE ATWATER 6261

C. P. TOUSSIENG
GENERAL PLANT MANAGER

PORTLAND, June 8, 1945

Mr. K. D. Lytle
Division Engineer
Oregon State Highway Commission
Roseburg, Oregon

Dear Sir:

The enclosed maps "A" and "B" show necessary changes in our telephone lines on account of reconstruction of the Coyote Creek-Grave Creek section of the Pacific Highway. Map "B" showing recent changes is the same as the advanced copy left in your office Wednesday of this week.

No changes are contemplated in plans for rearrangements at crossing over the new Highway near Stations 237, 343 and 420 as shown by map "A".

Confirming conversation with Mr. Harris today, the expense chargeable to the State for the work shown by these plans is estimated to be $8400. This is based upon 100% billing for non permanent rearrangements such as the placing of temporary covered wire and the adjustments we will have to make in our transposition layout on account of changes in the length of the line, and 95% billing for the reconstruction of permanent pole line and aerial wire lines.

It is understood that we are to provide space on approximately 35 of our poles for 4 twisted pairs of the Western Union Telegraph Company wires, until arrangements are made for the dismantling of the former Postal Telegraph Company lines. As has previously been pointed out to you, no immediate bad effects are anticipated from changes in high frequency coupling between our lines and the telegraph lines, but it is expected that in the event the telegraph lines are still in service after October 1st, or the beginning of the rainy season, effective limits will be exceeded on shielding devices which we now maintain on the Western Union lines near our Glendale Repeater Station. An acceptable plan for additional protection has been worked out with the Telegraph Company and costs of this work, when and if necessary, are estimated at $500. for the first two wires and $150. for each additional two wires in service, or maximum of $950.

We believe that we will have men and material available to start the rearrangement and relocation of pole line by June 15th., if the work order can be secured from your Chief Engineer by that time.

Will you please advise Mr. Perry or Mr. Harris when authorization for the work is received.

Very truly yours,

OC Hoff

RLH:dmp

GENERAL PLANT ENGINEER

**FEDERAL WORKS AGENCY**
**PUBLIC ROADS ADMINISTRATION**
**DISTRICT ONE**

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FAP 138-B-1

June 5, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon SN-U-FAP 138-B(1), Coyote Creek-Grave Creek Section of the Pacific Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
~~Division~~ Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Encls.

RECEIVED
JUN 1945
OREGON
STATE HIGHWAY COMMISSION

Jm

RECEIVED
JUN 4 - 1945
FOR FILING

138-B-1

May 31, 1945

McNutt Bros.
351½ E. Broadway Street
Eugene, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2731, which was awarded to you on May 15,1945, by the State Highway Commission, covering grading and bituminous macadam surfacing on the Coyote Creek-Grave Creek Section of the Pacific Highway in Josephine County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

FAP-138 B-1

RECEIVED
JUN 7 - 1945
FOR FILING

May 24, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Coyote Creek-Grave Creek Section, Project No. SN-U-FAP 138-B (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

Oregon State Highway Department

[illegible] Highway [illegible]
Project No. [illegible] (1)

## [illegible]

## [illegible]

([illegible] Based on low bid prices.)

Salem, Oregon, [illegible] 1937

[illegible] ([illegible])

| | | | | |
|---|---|---|---|---|
| 70 | acres | Clearing and Grubbing | [illegible] | $ [illegible] |
| [illegible] | acres | [illegible] | [illegible] | [illegible] |
| [illegible] | acres | [illegible] | [illegible] | [illegible] |
| 5 | acres | [illegible] | [illegible] | [illegible] |
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| 100,000 | cu. yds. | General Excavation, [illegible] | [illegible] | [illegible] |
| [illegible] | cu. yds. | General Excavation, [illegible] | [illegible] | [illegible] |
| 100,000 | cu. yds. | General Excavation, [illegible] | [illegible] | [illegible] |
| 17,000 | cu. yds. | General Excavation, [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
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| 1,000 | lin. ft. | [illegible] Concrete Pipe | [illegible] | [illegible] |
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| [illegible] | lin. ft. | [illegible] Concrete Pipe | [illegible] | [illegible] |
| [illegible] | lin. ft. | [illegible] | [illegible] | [illegible] |
| [illegible] | lin. ft. | [illegible] | [illegible] | [illegible] |
| [illegible] | lin. ft. | [illegible] | [illegible] | [illegible] |
| [illegible] | lin. ft. | [illegible] Concrete Pipe | [illegible] | [illegible] |
| [illegible] | lin. ft. | [illegible] Concrete Pipe | [illegible] | [illegible] |
| [illegible] | lin. ft. | [illegible] Concrete Pipe | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

| | | | | |
|---|---|---|---|---|
| 170 | only | Road Sight Posts | $ 4.00 | $ 680.00 |
| 390 | cu. yds. | Class "A" Concrete in Slab Bridge and Box Culverts | 46.50 | 18,135.00 |
| 46,500 | lbs. | Metal Reinforcement | 0.0625 | 2,906.25 |
| All Required | | Detour Bridge | | 7,500.00 |
| 2.5 | M-FBM | Untreated Lumber in Place | 125.00 | 312.50 |
| 14,000 | cu. yds. | 2" - 0" Gravel in Base | 2.00 | 28,000.00 |
| 12,500 | cu. yds. | 3/4" - 0" Gravel in Base and Shoulders | 2.50 | 31,250.00 |
| 4,000 | cu. yds. | Additional 3/4" - 0" Gravel in Key Course | 3.00 | 12,000.00 |
| 200 | cu. yds. | Filler | 0.50 | 100.00 |
| 400 | yd. mi. | Hauling Filler | 0.10 | 40.00 |
| 1,250 | M-gals. | Sprinkling | 2.00 | 2,500.00 |
| 4.18 | miles | Preparation of Base | 150.00 | 627.00 |
| 7,000 | cu. yds. | Furnishing and Placing Aggregates | 3.50 | 24,500.00 |
| 430 | tons | Furnishing and Placing 120-150 Asphalt | 28.50 | 12,255.00 |
| 69 | tons | Furnishing and Placing RC-3 or Emulsified Asphalt | 28.50 | 1,966.50 |
| | | | Subtotal | $530,889.75 |
| | | | 10% Engr. & Cont. | 53,088.97 |
| | | | Total | $583,978.72 |

**Coyote Creek Bridge** (Sta. 714+80 to 715+14)

| | | | | |
|---|---|---|---|---|
| 10 | cu. yds. | Trench Excavation, Unclassified | $ 2.00 | $ 20.00 |
| 300 | cu. yds. | General Excavation, Locations "A", Unclassified | 0.30 | 90.00 |
| 120 | cu. yds. | Class "A" Concrete in Slab Bridge and Box Culverts | 46.50 | 5,580.00 |
| 17,500 | lbs. | Metal Reinforcement | 0.0625 | 1,093.75 |
| | | | | $ 6,783.75 |

**Grave Creek Bridge** (Sta. 422+55 to 425+55)

| | | | | |
|---|---|---|---|---|
| All Required | | Shoring, Cribbing, Etc. | | $ 2,100.00 |
| 540 | cu. yds. | Structural Excavation | $ 4.00 | 2,160.00 |
| 50 | cu. yds. | Structural Excavation Below Elevations Shown | 4.00 | 200.00 |
| 740 | cu. yds. | Class "A" Concrete in Grave Creek Bridge | 43.00 | 31,820.00 |
| 150,000 | lbs. | Metal Reinforcement | 0.0625 | 9,375.00 |
| 620 | lin. ft. | Metal Handrail | 9.00 | 5,580.00 |
| | | | | $ 51,235.00 |
| | | | Subtotal | $ 58,018.75 |
| | | | 10% Engr. & Cont. | 5,801.87 |
| | | | Total | $ 63,820.62 |

| | |
|---|---|
| Length of Roadway | 4.175 miles |
| Length of Bridges | .063 mile |
| Total Length | 4.238 miles |
| Cost per mile, Roadway | $139,875.14 |

## SUMMARY OF FUNDS REQUESTED

| Item | Total Cost | Strategic Network Funds | State Funds |
|---|---|---|---|
| Roadway | $583,978.72 | $423,696.00 | $160,282.72 |
| Bridges | 63,820.62 | 46,304.00 | 17,516.62 |
| | $647,799.34 | $470,000.00 | $177,799.34 |

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

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138-B-1

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TELEPHONE YOUR TELEGRAMS
TO POSTAL TELEGRAPH

**Postal Telegraph**

(20)

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

Form 16

R48 41/43 GOVT DL=NX PORTLAND ORE 22 405P

R H BALDOCK=STATE HIGHWAY ENGINEER

1942 [illegible] 22 PM 4 26

SALEM ORE=

YOU ARE AUTHORIZED TO ADVERTISE OREGON PROJECTS SN-FAP 138-B(1) GRAVE CREEK-JUMPOFF JOE AND SN-FAP 141-H(1) MARSHFIELD UPON RECEIPT SATISFACTORY PS&E AND RIGHT OF ENTRY WITH RESPECT TO RIGHTS OF WAY NOT ACQUIRED

=LYNCH.

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FOR FILING

REFERRED TO
By Chief Engineer

. SN-FAP 138-B(1) SN-FAP 141-H(1) PS&E.

| ...SIRED | |
|---|---|
| ...EIGN | |
| | FULL RATE CABLE |
| | DEFERRED CABLE |
| ...SSAGE | NIGHT CABLE LETTER |
| ...T LETTER | WEEK-END CABLE LETTER |
| ...P RADIOGRAM | RADIOGRAM |

Patrons should check class of service desired, otherwise message will be transmitted as a full-rate communication.

COPY

# POSTAL TELEGRAPH—CABLE CO.

# TELEGRAM

1942 MAY 22 PM 4 26

AGENDA
JUN 4 1942

N.O.A.

R48 41/43 GOVT DL=NX PORTLAND ORE 22 405P

R H BALDOCK=STATE HIGHWAY ENGINEER

SALEM ORE=

YOU ARE AUTHORIZED TO ADVERTISE OREGON PROJECTS SN-FAP 138-B(1) SMITH HILL-GRAVE CREEK AND SN-FAP 141-H(1) MARSHFIELD UPON RECEIPT SATISFACTORY PS&E AND RIGHT OF ENTRY WITH RESPECT TO RIGHTS OF WAY NOT ACQUIRED=

=LYNCH

(Copy for Agenda)

C. P.

[redacted]

N.O.A.

RECEIVED
[illegible] 1945
FOR FILING

FAP 138-B-(1)

May 17, 1945

McNutt Brothers
351½ E. Broadway
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2732, which was awarded to you by the State Highway Commission on May 15, 1945, covering 4.36 miles grading and bituminous macadam surfacing, construction of two concrete bridges and four concrete box culverts, two timber bridges, and furnishing crushed gravel in stock piles on the Coyote Creek-Grave Creek Section of the Pacific Highway in Josephine County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformity therewith.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of accounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG rur

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[illegible] 17 1945
FOR FILING

FAP 138-B (1)

May 16, 1945

McNutt Bros.
351½ E. Broadway
Eugene, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission, at its meeting on May 15, 1945, awarded to you the contract for the Coyote Creek-Grave Creek Section of the Pacific Highway in Josephine County, for which you submitted a low bid of $601,901.00.

Contract and bond forms will be sent you shortly for execution.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

cc: Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
MAY 17 1945
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, ORES.

FAP 138-B(1)

May 15, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon SN-U-FAP 138-B(1), Coyote Creek-Grave Creek Section of the Pacific Highway, to McNutt Bros., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
MAY 1 1945
STATE HIGHWAY COMMISSION

O.M.

RECEIVED
MAY 3 1945
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

138-B-1

April 30, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Revised P.S.& E. documents for Oregon SN-U-FAP 138-B(1), the Coyote Creek-Grave Creek Section of the Pacific Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise the project for bids.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Senior Highway Engineer

NOTED
State Highway Engineer

Copies sent to Mr. Probert

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138-B-1

April 27, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate and three copies of Form PR 46 for the Coyote Creek-Grave Creek Section, Project No. [illegible]-FAP 138-B (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

There is no change in the right of way status and the copies of statement submitted previously are correct.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

Dictated by J. W. Nash/ER

RECEIVED
JUN 7 - 1945
FOR FILING

FAP-138-B-1

April 27, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate and three copies of Form PR 46 for the Coyote Creek-Grave Creek Section, Project No. SN-N-FAP 138-B (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

There is no change in the right of way status and the copies of statement submitted previously are correct.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

Dictated by J. W. Nash/ER

Oregon State Highway Department

Strategic Highway Network
Project No. [illegible]-FAP 138-B(1)

## COYOTE CREEK-GRAVE CREEK SECTION

## OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 27, 1945

**Roadway** (Sta. 213+50 to 457+00)

| | | | | |
|---|---|---|---|---|
| 70 | acres | Clearing and Cleaning-up | $200.00 | $ 14,000.00 |
| 30 | acres | Grubbing | 150.00 | 4,500.00 |
| 8 | acres | Extra Clearing | 200.00 | 1,600.00 |
| 3 | acres | Extra Grubbing | 150.00 | 450.00 |
| 50 | sq. ft. | Felling Danger Trees | 1.50 | 75.00 |
| 3,170 | cu. yds. | Trench Excavation, Unclassified | 1.50 | 4,755.00 |
| 589,700 | cu. yds. | General Excavation, Locations "A", Unclassified | .30 | 176,910.00 |
| 100,000 | cu. yds. | General Excavation, Sta. 326 to 332+60, Unclassified | .60 | 60,000.00 |
| 25,000 | cu. yds. | General Excavation, Sta. 342 to 344, Unclassified | .50 | 12,500.00 |
| 100,000 | cu. yds. | General Excavation, Sta. 356 to 373, Unclassified | .45 | 45,000.00 |
| 47,900 | cu. yds. | General Excavation, Sta. 412 to 446+60, Unclassified | .35 | 16,765.00 |
| 2,700,000 | yd. stas. | Short Overhaul | .01 | 27,000.00 |
| 74,000 | C-yd. stas. | Long Overhaul | .40 | 29,600.00 |
| 15,000 | lin. ft. | Rounding Cutbanks | .10 | 1,500.00 |
| 4.18 | miles | Finishing Roadbed and Slopes | 500.00 | 2,090.00 |
| 1,800 | lin. ft. | 8" Perforated Corr. Metal Pipe | 1.50 | 2,700.00 |
| 1,200 | lin. ft. | 6" Perforated Concrete Pipe | 1.00 | 1,200.00 |
| 2,100 | lin. ft. | 10" Perforated Concrete Pipe | 1.50 | 3,150.00 |
| 660 | lin. ft. | 12" Perforated Concrete Pipe | 2.00 | 1,320.00 |
| 1,120 | lin. ft. | 18" Concrete Pipe | 3.00 | 3,360.00 |
| 1,300 | lin. ft. | 24" Concrete Pipe | 4.00 | 5,200.00 |
| 290 | lin. ft. | 30" Concrete Pipe | 6.00 | 1,740.00 |
| 330 | lin. ft. | 18" Extra Strength Concrete Pipe | 3.50 | 1,155.00 |
| 420 | lin. ft. | 24" Extra Strength Concrete Pipe | 4.50 | 1,890.00 |
| 220 | lin. ft. | 30" Extra Strength Concrete Pipe | 6.50 | 1,430.00 |
| 1 | only | Standard Concrete Catch Basins | 50.00 | 50.00 |
| 1 | only | Special Concrete Catch Basins | 60.00 | 60.00 |
| 1,300 | cu. yds. | Gravel Backfill in Drains | 3.00 | 3,900.00 |

| | | | | |
|---|---|---|---|---|
| 390 | cu. yds. | Class "A" Concrete | $ 30.00 | $ 11,700.00 |
| 46,500 | lbs. | Metal Reinforcement | .07 | 3,255.00 |
| 170 | only | Wood Sight Posts | 2.50 | 425.00 |
| All Required | | Detour Bridge | | 4,000.00 |
| 2.5 | M-FBM | Untreated Lumber in Place | 100.00 | 250.00 |
| 14,000 | cu. yds. | 2" - 6" Gravel in Base | 2.80 | 39,200.00 |
| 12,500 | cu. yds. | 3/4" - 6" Gravel in Base and Shoulders | 2.50 | 31,250.00 |
| 4,000 | cu. yds. | Additional 3/4" - 6" Gravel in Key Course | 2.50 | 10,000.00 |
| 200 | cu. yds. | Filler | .50 | 100.00 |
| 400 | yd. mi. | Hauling Filler | .20 | 80.00 |
| 1,250 | M-gals. | Sprinkling | 3.00 | 3,750.00 |
| 4.18 | miles | Preparation of Base | 200.00 | 836.00 |
| 7,000 | cu. yds. | Furnishing and Placing Aggregates | 3.50 | 24,500.00 |
| 430 | tons | Furnishing and Placing 120-150 Asphalt | 30.00 | 12,900.00 |
| 67 | tons | Furnishing and Placing RC-3 or Emulsified Asphalt | 30.00 | 2,010.00 |
| | | | Subtotal | $561,156.00 |
| | | | 10% Engr. & Cont. | 56,115.60 |
| | | | Total | $617,271.60 |

**Coyote Creek Bridge (Sta. 214+80 to 215+14)**

| | | | | |
|---|---|---|---|---|
| 10 | cu. yds. | Trench Excavation, Unclassified | $ 1.50 | $ 15.00 |
| 300 | cu. yds. | General Excavation, Locations "A" | .30 | 90.00 |
| 120 | cu. yds. | Class "A" Concrete | 30.00 | 3,600.00 |
| 17,500 | lbs. | Metal Reinforcement | .07 | 1,225.00 |
| | | | | $ 4,930.00 |

**Grave Creek Bridge (Sta. 422+55 to 425+55)**

| | | | | |
|---|---|---|---|---|
| All Required | | Shoring, Cribbing, Etc. | | $ 1,000.00 |
| 540 | cu. yds. | Structural Excavation | $ 4.00 | 2,160.00 |
| 50 | cu. yds. | Structural Excavation Below Elevation Shown | 8.00 | 400.00 |
| 740 | cu. yds. | Class "A" Concrete | 28.00 | 20,720.00 |
| 150,000 | lbs. | Metal Reinforcement | .07 | 10,500.00 |
| 620 | lin. ft. | Metal Handrail | 6.00 | 3,720.00 |
| | | | | $ 38,500.00 |
| | | | Subtotal | $ 43,430.00 |
| | | | 10% Engr. & Cont. | 4,343.00 |
| | | | Total | $ 47,773.00 |

| | |
|---|---|
| Length of Roadway | 4.175 miles |
| Length of Bridges | .063 mile |
| Total Length | 4.238 miles |
| Cost per mile, Roadway | $147,849.48 |

## SUMMARY OF FUNDS REQUESTED

| Item | Total Cost | Strategic Network Funds | State Funds |
|---|---|---|---|
| Roadway | $617,271.60 | $436,237.89 | $181,033.71 |
| Bridges | 47,773.00 | 33,762.11 | 14,010.89 |
| | $665,044.60 | $470,000.00 | $195,044.60 |

All necessary rights of way have been acquired for this project.

[illegible]
[illegible]

[illegible]
[illegible]

[illegible]

## COYOTE CREEK-GRAVE CREEK SECTION

## PROJECT NO. SN-U-FAP 138-B (1)

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

April 21, 1944

April 29, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, five sets of blue prints of the structural drawings for the Coyote Creek-Grave Creek Section, Project No. SN-U-FAP 138-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

April 22, 1944

Mr. W. E. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of form PR-46 to accompany plans and specifications for the Coyote Creek-Grave Creek Section, Project No. SN-U-FAP 138-B (1).

Five sets of blueprint plans and five bid proposals are being sent under separate cover.

Plans for the structures on the project are not included as they are incomplete. It is anticipated they will be ready for submission the early part of next week.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department | Strategic Highway Network
Project No. SN-U-FAP 138-B(1)

## COYOTE CREEK-GRAVE CREEK SECTION OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 21, 1944

**Roadway (Sta. 213+50 to 437+00)**

| | | | | |
|---|---|---|---|---|
| 70 | acres | Clearing and Cleaning-up | $200.00 | $ 14,000.00 |
| 30 | acres | Grubbing | 150.00 | 4,500.00 |
| 8 | acres | Extra Clearing | 200.00 | 1,600.00 |
| 3 | acres | Extra Grubbing | 150.00 | 450.00 |
| 3,170 | cu. yds. | Trench Excavation, Unclassified | 1.50 | 4,755.00 |
| 589,700 | cu. yds. | General Excavation, Locations "A", Unclassified | .30 | 176,910.00 |
| 100,000 | cu. yds. | General Excavation, Sta. 326 to 332+60, Unclassified | .60 | 60,000.00 |
| 25,000 | cu. yds. | General Excavation, Sta. 342 to 344, Unclassified | .50 | 12,500.00 |
| 100,000 | cu. yds. | General Excavation, Sta. 356 to 373, Unclassified | .45 | 45,000.00 |
| 47,900 | cu. yds. | General Excavation, Sta. 412 to 446+60, Unclassified | .35 | 16,765.00 |
| 2,700,000 | yd. stas. | Short Overhaul | .01 | 27,000.00 |
| 74,000 | C-yd. stas. | Long Overhaul | .40 | 29,600.00 |
| 15,000 | lin. ft. | Rounding Outbanks | .10 | 1,500.00 |
| 4.18 | miles | Finishing Roadbed and Slopes | 500.00 | 2,090.00 |
| 1,800 | lin. ft. | 9" Perforated Corr. Metal Pipe | 1.50 | 2,700.00 |
| 1,200 | lin. ft. | 6" Perforated Concrete Pipe | 1.00 | 1,200.00 |
| 2,100 | lin. ft. | 10" Perforated Concrete Pipe | 1.50 | 3,150.00 |
| 660 | lin. ft. | 12" Perforated Concrete Pipe | 2.00 | 1,320.00 |
| 1,120 | lin. ft. | 18" Concrete Pipe | 3.00 | 3,360.00 |
| 1,300 | lin. ft. | 24" Concrete Pipe | 4.00 | 5,200.00 |
| 290 | lin. ft. | 30" Concrete Pipe | 6.00 | 1,740.00 |
| 330 | lin. ft. | 18" Extra Strength Concrete Pipe | 3.50 | 1,155.00 |
| 420 | lin. ft. | 24" Extra Strength Concrete Pipe | 4.50 | 1,890.00 |
| 220 | lin. ft. | 30" Extra Strength Concrete Pipe | 6.50 | 1,430.00 |
| 1 | only | Standard Concrete Catch Basins | 50.00 | 50.00 |
| 1 | only | Special Concrete Catch Basins | 60.00 | 60.00 |

| | | | | |
|---|---|---|---|---|
| 1,300 | cu. yds. | Gravel Backfill in Drains | | |
| 410 | cu. yds. | Class "A" Concrete | $ 3.00 | $ 3,900.00 |
| 56,000 | lbs. | Metal Reinforcement | 30.00 | 12,300.00 |
| 170 | only | Wood Sight Posts | .08 | 4,480.00 |
| All Required | | Detour Bridge | 2.50 | 425.00 |
| 2.5 | M-FBM | Untreated Lumber in Place | | 4,000.00 |
| 14,000 | cu. yds. | 2" - 0" Gravel in Base | 100.00 | 250.00 |
| 12,500 | cu. yds. | 3/4" - 0" Gravel in Base and Shoulders | 2.30 | 32,200.00 |
| 4,000 | cu. yds. | Additional 3/4" - 0" Gravel in Key Course | 2.50 | 31,250.00 |
| 200 | cu. yds. | Filler | 2.50 | 10,000.00 |
| 400 | yd. miles | Hauling Filler | .50 | 100.00 |
| 1,250 | M-gals. | Sprinkling | .20 | 80.00 |
| 4.18 | miles | Preparation of Base | 3.00 | 3,750.00 |
| 7,000 | cu. yds. | Furnishing and Placing Aggregates | 200.00 | 836.00 |
| 430 | tons | Furnishing and Placing 120-150 Asphalt | 3.50 | 24,500.00 |
| 67 | tons | Furnishing and Placing RC-3 or Emulsified Asphalt | 30.00 | 12,900.00 |
| | | | 30.00 | 2,010.00 |
| | | Subtotal | | $562,906.00 |
| | | 10% Engr. & Cont. | | 56,290.60 |
| | | Total | | $619,196.60 |

**Coyote Creek Bridge (Sta. 214+80 to 215+14)**

| | | | | |
|---|---|---|---|---|
| 10 | cu. yds. | Trench Excavation, Unclassified | | |
| 300 | cu. yds. | General Excavation, Location "A" | $ 1.50 | $ 15.00 |
| 120 | cu. yds. | Class "A" Concrete | .30 | 90.00 |
| 17,500 | lbs. | Metal Reinforcement | 30.00 | 3,600.00 |
| | | | .08 | 1,400.00 |
| | | | | $ 5,105.00 |

**Grave Creek Bridge (Sta. 422+55 to 425+55)**

| | | | | |
|---|---|---|---|---|
| All Required | | Shoring, Cribbing, Etc. | | |
| 540 | cu. yds. | Structural Excavation | | $ 1,000.00 |
| 30 | cu. yds. | Structural Excavation Below Elevation Shown | $ 4.00 | 2,160.00 |
| 740 | cu. yds. | Class "A" Concrete | 8.00 | 240.00 |
| 150,000 | lbs. | Metal Reinforcement | 28.00 | 20,720.00 |
| 620 | lin. ft. | Metal Handrail | .07 | 10,500.00 |
| | | | 6.00 | 3,720.00 |
| | | | | $ 38,340.00 |
| | | Subtotal | | $ 43,445.00 |
| | | 10% Engr. & Cont. | | 4,344.50 |
| | | Total | | $ 47,789.50 |

| | | |
|---|---|---|
| Length of Roadway | ~~4.3[illegible]~~ miles | 4230 |
| Length of Bridges | ~~.06[illegible]~~ mile | .063 |
| Total Length | ~~4.4[illegible]~~ miles | 4175 |
| Cost per mile, Roadway | ~~$141,8[illegible]~~ | |
| | 148,310.56 | |

## SUMMARY OF FUNDS REQUESTED

| Item | Total Cost | Strategic Network Funds | State Funds |
|---|---|---|---|
| Roadway | $619,196.60 | $436,325.00 | $182,871.60 |
| Bridges | 47,789.50 | 33,675.00 | [illegible]114.50 |
| | $666,986.10 | $470,000.00 | $196,986.10 |

PR 46

**Coyote Creek-Grave Creek Section**

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 3 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 1, 1945
Completion Date (Est.) July 31, 1946
Estimated Total Cost Roadway $617,271.60
State Oregon
Project No. [illegible]-U-FAP 138-B (1)
Length: Miles 4.175

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 1,100 | 6 | Metal culvert pipe | Lb. | 15,000 |
| 2 | Aggregates | Cy. |  | 7 | Reinforcing steel | Lb. | ~~64,000~~ 46500 |
| 3 | Bituminous mat. | Gal. | 120,000 | 8 | Structural steel | Lb. |  |
| 4 | Lumber | M. | 60 | 10 | Explosives | Lb. |  |
| 5 | Timber piling | Lft. |  |  |  |  |  |

PR 46

**Coyote Creek Bridge**

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 3 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 1, 1945    State Oregon

Completion Date (Est.) July 31, 1946    Project No. [illegible]-FAP 138-B (1)

Estimated Total Cost Bridge $ 5,423.00    Length: Miles .006

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 190 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 17,900 |
| 3 | Bituminous mat. | Gal. | | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | 15 | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | | | | | |

PR 46

Grave Creek Bridge

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 3 of 3 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 1, 1945

State Oregon

Completion Date (Est.) July 31, 1946

Project No. SN-U-FAP 138-B (1)

Estimated Total Cost Bridge $ 42,350.00

Length: Miles .097

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 1,200 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 190,000 |
| 3 | Bituminous mat. | Gal. | | 8 | Structural steel | Lb. | 15,000 |
| 4 | Lumber | M. | 75 | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | | | | | |

RECEIVED
JUN 14 1945
FOR FILING

138-B-1

# WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1201

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

SYMBOLS
DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

(16)

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PR152 21/20 GOVT=PORTLAND ORG 12 &13P

45 APR 12 PM 4 25

NOTED
State Highway Engineer

BALDOCK STATE HIGHWAY ENGINEER=
SALEM=

CONSTRUCTION REQUIREMENTS COMMITTEE HAS APPROVED APPEAL ON OREGON SNUFAP 138-B (1) PACIFIC HIGHWAY PROJECT. CONSTRUCTION AUTHORIZATION IN PROCESS OF ISSUANCE=

LYNCH.

RECEIVED
JUN 14 1945
FOR FILING

.SNUFAP 138-B (1)

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
MAR 2 . 1944
FOR FILING

138-B-1

March 21, 1944.

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland 8, Ore.

Dear Sir:

Please find enclosed herewith thirteen copies of supplement PR 1 PA for project No. Oregon WN-U-138 E(1).

In the original application submitted March 4th, we anticipated using 3900 L.F. of 10" perforated concrete pipe for sub-drainage. This pipe will not withstand the stress of the load in fills over 20 feet in height. Some of the fills will be as high as 70 feet and 2000 L.F. of metal perforated pipe is required for sub-drainage on these high fills.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

H

21-4213 Paint Yaquina Bay Bridge,New Port.
Oregon Coast Highway 1945

#2733

RECEIVED
JUN 6 1946
FOR FILING

21-4213

June 4, 1946

BY SECRETARY

Recpt
has this been recorded
on the card ?
~~files~~

Noted on card

United States Guarantee Company
Dooly & Co., Agent
Board of Trade Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state project, Contract No. 2733, for painting of the Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County has been completed by the contractor, Watson and Morris, 4317 Dunsmuir Avenue, Oakland, California, and that final payment in the amount of $3,937.50 will be made immediately following acceptance of this contract by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $22,963.35, of which amount $463.35 represents the amount of force account items.

This contract was completed on May 22, 1946, but the Commission has not as yet approved it, but we anticipate that it will do so at the next regular meeting on June 26 and 27, 1946.

This notice is served upon you since you appear as surety on the bond furnished by the above named contractor. Kindly acknowledge receipt of this letter.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

RE:ga

RECEIVED
[illegible]
FOR FILING

21-4213

#2733

April 22, 1946

Watson & Harris
Painting Contractors
Oakland 2, California

Gentlemen:

Reference is made to your letter of April 20 concerning starting date on the painting of the Yaquina Bay Bridge at Newport.

We have now had a week of very good weather. It is, of course, impossible to forecast what the weather will be in the future, but we believe that we have as good a chance now of reasonable painting weather as any time in the year. We will, accordingly, plan on having our inspector on the job at Newport on May 6 to handle the completion of this contract.

We assume that you are also making preparations to proceed with the work on your contract for repainting the Coos Bay Bridge.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

GSP GS
cc G. S. Paxson

MORRIS

PHONE KELLOG 2-9075
4317 DUNSMUIR AVENUE

**WATSON & MORRIS**

PAINTING CONTRACTORS

OAKLAND 2. CALIFORNIA

April 20, 1946.

SUBJECT: Resuming painting operations, Yaquina Bay Bridge
No. 1820-B Contract No. 2733 Prefix 21-4213 .

Oregon State Highway Commission
Salem, Oregon

ATTENTION: Mr. G.S. Paxson.

Dear Sir:

We are making plans to resume painting operations on the Yaquina Bay Bridge at Newport, on or about May 6th. Having more information available plus a broader knowledge of weather conditions along that section of the Coast, would you consider the plan as being advisable ?

This is some five weeks earlier than the starting date of last year, but in view of the present labor situation we believe it advisable to take advantage of all available painting weather.

We are continually tapping the Trades Union for men of qualified ability, and find the situation none too enlightening as there are no idle painters in this area. However, we are again making plans to direct our entire efforts toward completion of these contracts and feel that the work can be carried along on a higher plane than that of the season of 1945 . We have certain picked men available from our crews of last year, and know that we can place them on the job at Newport in sufficient quantity to man the job as of the above date.

Yours very truly,
WATSON & MORRIS

By F. S. Morris
Partner

RECEIVED
APR 22 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 22 1946

SAN FRANCISCO - OAKLAND BAY BRIDGE

RECEIVED
FEB 5-19
FOR FILING

21-4213

COPY

November 10, 1945

Painting Coos Bay & Yaquina bridges

Mr. G. S. Paxson

When the Commission considered the requests for the extension of time within which to complete highway contracts, they requested me to instruct the contractors on the painting of the Coos Bay and Yaquina bridges that they would be required to perform certain spot painting in the spring. Please see me about this.

COPY

R. H. Baldock

RHB:HI

M

RECEIVED
NOV 13 1945
FOR FILING

21 - 4213

November 6, 1945

Watson & Morris
4317 Dunsmuir Avenue
Oakland, California

COPY

Gentlemen:

The State Highway Commission, at its meeting on October 29, 1945, granted you the following extensions of time, without penalty:

> Contract No. 2730, for Painting Coos Bay Bridge on the Oregon Coast Highway, Coos County, extended from September 30, 1945, to September 30, 1946, subject to condition that contractor shall pay for "spot" painting and other work required to carry the job over to next year.
>
> ✓ Contract No. 2733, for painting Yaquina Bay Bridge on the Oregon Coast Highway, Lincoln County, extended from September 20, 1945 to July 15, 1946. (Subject to same condition -H.B.G.)

COPY

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl

Cc: G. S. Paxson
Bridge Engineer

RECEIVED
JUN 14 1945
FOR FILING

21-4213

June 14, 1945

United States Guarantee Company,
Dooly & Co., Agents,
Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of each of the following contracts which were awarded to Watson & Morris on May 15, 1945, by the State Highway Commission:

Contract No. 2730, covering painting of the Coos Bay Bridge on the Oregon Coast Highway in Coos County.

✓ Contract No. 2733, covering painting of the Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County.

Inasmuch as you are surety for the contractor on these jobs, we are sending you these copies of the contracts for your records and files.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

gl

Contracts sent by express 6-13-45
G. L.

RECEIVED
JUN 14 1945
FOR FILING

21-4213

June 14, 1945

Watson & Morris
4317 Dunsmuir Avenue
Oakland, California

Gentlemen:

We are sending you today, by express, a fully executed copy of each of the following contracts which were awarded to you on May 15, 1945, by the State Highway Commission:

Contract No. 2730, covering painting of Coos Bay Bridge on the Oregon Coast Highway, Watson & Morris, Contractors.

✓ Contract No. 2733, covering painting of the Yaquina Bay Bridge on the Oregon Coast Highway, Watson & Morris, Contractors.

These copies are for your records and files.

We are also sending executed copies to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

gl

Contracts sent by express 6-13-45
G.L.

RECEIVED
JUN 11 1945
FOR FILING

21-4213

# OREGON STATE HIGHWAY COMMISSION

## INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1945

SUBJECT:

NOTED
State Highway Engineer

To: Mr. R. H. Baldock,
Office.

Dear Mr. Baldock:

The attached power of attorney by which the United States Guarantee Company has authorized A. O. Fiske, among others, to execute bonds in the name of and for the said United States Guarantee Company seems to be proper and I believe is sufficient authority for Mr. Fiske to bind and obligate the United States Guarantee Company in connection with the Watson & Morris contract.

Yours very truly,

JM Devers
J. M. DEVERS

JMD:PW
Enc.

M

RECEIVED
FOR FILING

21-4213

#2733

May 16, 1945

Watson & Morris
4327 Dunsmuir Ave.
Oakland 2, Calif.

Gentlemen:

This letter is to inform you that the State Highway Commission, at its meeting on May 15, 1945, awarded to you the contract to paint Yaquina Bay Bridge on the Oregon Coast Highway at Newport, for which you submitted a low bid of $22,500.00.

Contract and bond forms will be sent you shortly for execution.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

cc: Mr. S. E. Probert
Mr. G. S. Paxson

9-8303 Youngs Ranch-Brothers Rock Prod.
Central Oregon Highway 1945

#2734

RECEIVED
APR 25 1946
FOR FILING

9- 8303

April 23, 1946

Mr. T. W. Thomas
Imperial Hotel
Portland 5, Oregon

Attention: True Estes, Bookkeeper

Dear Sir:

Reference is made to your letter of inquiry regarding final payment on the Youngs Ranch-Brothers Rock Production Project, Contract No. 2734.

The warrant for $761.65 has been held for some time waiting removal of equipment and cleanup of plant site on this project, and acceptance of the contract by the Highway Commission.

Recommendation for acceptance will be presented to the Commission at its next meeting, to be held May 15 and 16. If the contract is accepted at that time, the warrant will be mailed to you immediately thereafter.

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:GS

**T. W. THOMAS**
CONTRACTOR
ROAD AND HIGHWAY CONSTRUCTION
IMPERIAL HOTEL
PORTLAND 5, OREGON

Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Concerning Contract #2734, Youngs Ranch-Brothers Rock Production, I have not received the payment of $761.65 due on the final estimate.

Please let me know when to expect the check in payment of this amount.

Very truly yours,

T. W. Thomas
True Estes, Bkkpr.

RECEIVED
APR 23 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 23 1945
FOR FILING

9-8383

November 21, 1945

Mansfield & Company, Agents
Maryland Casualty Company
302 Lewis Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2734 for work on the Youngs Ranch-Brothers Section of the Central Oregon Highway in Deschutes County has been completed by the contractor, T. W. Thomas, and that final payment in the amount of $761.65 will be made after the Commission has approved this project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $20,656.77 of which amount $170.95 represents the amount of force account items. This contract was completed on September 14, 1945. The Commission has not as yet approved this contract, but we anticipate that it will do so at the next regular meeting.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

cc

NOTED ON CARD
11-21-45
eo

RECEIVED
SEP 26 1945
FOR FILING

9-8303

September 25, 1945

Maryland Casualty Company,
Mansfield & Co., Agents
302 Lewis Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to T. W. Thomas, on contract No. 2734, covering crushed gravel in stockpiles on the Younge Ranch-Bros. Section of the Central Oregon Highway, in Deschutes County. This payment, in the amount of $1513.85, will be made on or after October 5, 1945. The retained percentage is $75[illegible].00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

NOTED ON CARD
9-25-45 gl

Form E-1—5M—6-43

RECEIVED
SEP 24 1945
OFFICE OF

## OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 22,1945, 19

Section Youngs Ranch-Brothers

Kind of work Rock Production

Highway Central Oregon

Section prefix 9-8303

Contractor T.W.Thomas

Contract number 2734

Date of contract May 29,1945, 19

Date of completion August 31, 1945

Date work started June 7,1945, 19

~~Estimated~~ date of completion September 14,1945, 19

Amount of contract . . . . . . . . $ 19810.

Per cent of time elapsed 109 114.7 %
95

Clearing sites 300. Purchse Sc. Rejects approx 500

Semi-final estimate . . . . $ 20645.12

Estimated cost of completed project, exclusive of engineering . . . .

Per cent of contract completed, based on total contract price . . . . . . . . . . . . . 100 %

Engineering cost to date, $ ~~18700~~- 1360. 6.77 %

Date project was completed September 14,1945., 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final report

From June 7 to June 24 the contractor erected the bunkers, plased the crusher and screens and stripped a portion of the pit. Actual work of screening and crushing got underway June 25, all clearing of sites having been completed by June 23. Stripping averaged about 2.5' deep. Average depth of gravel 4feet, with a heavy per cent of the material below the ¼" size. Judging from the reject piles at the pit site the contractor handled more than 20000 cy yds of material in the manufacture of the specified yardage. The chief engineer authorized the purchase of 1500 cy of screen rejects and this amount was stockpiled at MP 22. This material was the same as the specified ¼-10 mesh material as the contractor did not change screens after the completion of the required amount of this size.

Ample material is available in this pit site for future operations, especially of the ½-10 size. Finishing of piles completed on Friday September 14. The contractor has left his crusher and the bunkers at the pit site and [illegible] no word has been received as to the date when these will be removed.

Total Authorization $22120. Semi-final estimate $22005.12

Signed

Address 1290-Wall St. Bend, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  | 30 |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  | 30 |  |  |
| Total estimated quantities |  |  | 10000 | 1500 sc.rejects |  |
| Estimated quantities moved or placed to date |  | semi-final | 9907.5 | 1593 " " |  |
| Average daily quantities |  |  | 155 | 64 days run |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Percentages of men employed on contract to be secured from:

.......... County, ....%; .......... County, ....%; .......... County, ....%; .......... County, ....%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels ........, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants ........

Compressors ........, Bulldozers ........, Sheep-foot rollers ........, . . . . . ........, . . . . . ........, . . . . . ........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday |  |  | Work completed September 14,1945. |
| Monday |  |  |  |
| Tuesday |  |  |  |
| Wednesday |  |  |  |
| Thursday |  |  |  |
| Friday |  |  |  |
| Saturday |  |  |  |

STATE PRINTING DEPT.

RECEIVED
JUL 16 1945
FOR FILING
9-8303

Salem, Oregon
July 13, 1945

Screen Rejects
Contract 2734; Prefix 9-8303

Mr. W. E. Chandler
Highway Division Engineer
1290 Wall Street
Bend, Oregon

Dear Sir:

Concerning the request made to Mr. H. G. Smith, in your letter of July 10, for approval of the purchase of 1,000 cubic yards of ½" - 10-M screen rejects material on the Youngs Ranch-Brothers Project, this letter will constitute your authority to purchase up to 1,500 cubic yards of reject material.

If the contingency allowance is not sufficient to cover the additional cost of purchasing this material, we suggest that an Authority for Additional Expenditure be submitted covering the increased cost.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dict. by J. Rhodes/GS

cc to H. G. Smith

RECEIVED
JUN 19 1945
FOR FILING

9-8303

June 18, 1945

Mansfield & Company
Lewis Building
333 S. W. Oak Street
Portland 4, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of Contract No. 2734 which was awarded to Mr. T. W. Thomas by the State Highway Commission on May 29, 1945, covering the furnishing 10,000 Cu. Yds. Crushed Gravel in Stockpiles - Youngs Ranch-Brothers Section on the Central Oregon Highway in Deschutes County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

pv

Sent express 6-18-45 by Pat Varley

RECEIVED
JUN 19 1945
FOR FILING

9-8302

June 18, 1945

Mr. T. W. Thomas
Imperial Hotel
Portland, Oregon

Dear Mr. Thomas:

We are sending you today, by express, a fully executed copy of the following contract which was awarded to you on May 29, 1945, by the State Highway Commission:

> Contract No. 2734, covering the furnishing 10,000 Cu. Yds. Crushed Gravel in Stockpiles - Youngs Ranch-Brothers Section on the Central Oregon Highway in Deschutes County.

This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

pw

Sent by express 6/18/45 by T. Varley

RECEIVED
JUN 4 - 1945
FOR FILING

9- 8303

June 1, 1945

Mr. T. W. Thomas
Imperial Hotel
Portland 5, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2734 which was awarded to you by the State Highway Commission on May 29, 1945, covering Youngs Ranch-Brothers Rock Production Project on the Central Oregon Highway in Deschutes County, which requires approximately 10,000 cu. yds. crushed gravel in stock piles.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformity therewith.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MBG rmr

4 copies of contract sent by express 6/1/45
RMR

M

RECEIVED
JUN 4 - 1945
FOR FILING

9-8303

Cont #734

May 31, 1945

Mr. T. W. Thomas
Imperial Hotel
Portland 5, Oregon

Dear Sir:

The State Highway Commission on May 29, 1945, awarded you the contract for Rock Production on the Youngs Ranch Section of the Central Oregon Highway in Deschutes County. This award was based on your low bid of $29,810.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

gl

cc: S.H.Probert
O.S.Paxson

DA-RM 92(1) Crater Lake-Ft. Klamath 1945
Timber Access Rd. Proj.,
#2735 Forest Serv. Co. Rds. & 2 Hwys.

2735

5

RECEIVED
JUL 19 1946
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
~~DISTRICT ONE~~
DIVISION EIGHT

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

DA-RM 92-1

February 1, 1946

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We enclose herewith for your files executed copy of the modification of agreement and certificate for Oregon DA-RM 92 (1) Crater Lake-Fort Klamath Timber Access Road.

Very truly yours,
W. H. Lynch, Division Engineer

By F E Andrews
F. E. Andrews, Acting
Division Engineer

Encls:

RECEIVED
FEB 2 1946
OREGON
STATE HIGHWAY COMMISSION

Ja

NA 11 pr 103

Oregon Defense Access Project No. DA-RM 92(1)

# MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on August 21, 1945, by the Oregon State Highway Commission, and on December 4, 1945 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Defense Access Project No. DA-RM 92(1); and

WHEREAS, the Highway Department has requested the Administrator to approve a revision of the estimate for said project to increase the cost of selected surfacing material required to be hauled a greater distance than provided for in the construction contract, and by reason thereof has requested that the approved estimate of cost be increased from $80,763.40 to $87,203.90, and that the Federal funds approved and set aside to the credit of the project be increased from $62,870.00 to $65,870.00.

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixty-five thousand, eight hundred seventy- and 00/100 dollars ($65,870.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

To Article III shall be added clause (b) to read:

"(b) Wherever in this agreement the terms "Federal Works Administrator" and "Administrator" appear, they shall be construed to have the same meaning and effect as the terms "Commissioner of Public Roads, Public Roads Administration, Federal Works Agency" and "Commissioner," respectively, to conform to the provisions of the Federal Aid Highway Act of 1944 and the regulations issued pursuant thereto."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of sixty-five thousand, eight hundred seventy and 00/100 dollars ($65,870.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty-seven thousand, two hundred three and 90/100 dollars ($87,203.90), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on January 14, 1946 and the Administrator on February 1, 1946.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By

Acting Division Engineer
U.S. Public Roads Administration

OREGON STATE HIGHWAY COMMISSION

By
Chairman, State Highway Commission

By Arthur W. Schaupp
Member, State Highway Commission

By
Member, State Highway Commission

Oregon Defense Access Project No. DA-RM 92(1)

Form PR. 3—Revised

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)*

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-RM 92(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $87,203.90 in lieu of the $62,870.00 approved by Certificate dated December 4, 1945 as the total estimated cost of said project, and the sum of $65,870.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of ~~Washington~~ Portland, Oregon this 1st day of February one thousand nine hundred and forty six

~~[illegible]~~
COMMISSIONER OF PUBLIC ROADS
By [illegible]
~~[illegible]~~
Acting Division Engineer
U.S. Public Roads Administration

U. S. GOVERNMENT PRINTING OFFICE 16—10130-1

DA-RM 92-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
[illegible]
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 7 1946
FOR FILING

January 5, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office for the Crater Lake-Fort Klamath Access Road, Oregon DA-RM 92(1).

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
~~Division~~ Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
JAN 7 1946
SALEM
STATE HIGHWAY COMMISSION

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DA-RM 92 (1)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 20, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon Project No. DA-RM 92(1),
Crater Lake-Fort Klamath Access Road.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
Division Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

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OREGON
STATE HIGHWAY COMMISSION

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Form P. R. 2
State Oregon
Project No. DA-[illegible] 92(1)

# PROJECT AGREEMENT

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MEMORANDUM OF AGREEMENT made this 21st day of August, 1945

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: and the Defense Highway Act of 1941.

Whereas the Highway Department of said State submitted on the ______ day of ______, 19___, a project statement, which was approved on the ______ day of ______, 19___, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for [illegible] said project which were recommended for approval by the [illegible] DIVISION [illegible]t Engineer of the Public Roads Administration on the 22nd day of May 1945; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixty-two thousand, eight hundred seventy and 00/100 dollars ($62,870.00) as the share of the United States payable under said act on account of [illegible] said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11879

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds made available for the construction of access roads under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress). Any part of the cost of the project not so financed shall be made available in the following manner: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

## ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 478+00 in the NW¼, Section 22, T. 33 S., R. 7½ E. thru equation 457+02.8=0+00 and survey station 421+00 at the north line of Section 36, T. 32 S., R. 6 E., W.M., excepting therefrom bridge between survey stations 234+40 and 234+65, length 8.365 miles, in Klamath County, being [illegible] Oregon Defense Access project No. DA-NH 98(1), consisting of 8.360 miles of roadway and one bridge[illegible] of more than 20 feet clear span, 0.005 of a mile in length.

## CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. ~~Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.~~

16—11379

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress).

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~section~~ ~~of~~ said project shall not in any event exceed the sum of sixty-two thousand, eight hundred seventy and 00/100 dollars ($ 62,870.00 ), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty thousand, seven hundred sixty-three and 10/100 dollars ($ 80,763.10 ), the approved total estimated cost of ~~section~~ ~~of~~ said project.

## PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project between Station 478+00 (through equation 457+02.8=0+00) and Station 131+00 in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, Laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of

DEC 4 1945 ______, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
(Title of officer)

By ______
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest H B Glaisyer SECRETARY

FEDERAL WORKS ADMINISTRATOR,

By W J O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Jm

Form PR. 3—Revised

**PUBLIC ROADS ADMINISTRATION**
**FEDERAL WORKS AGENCY**

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)*

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-RM 92(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 80,763.40 as the total estimated cost of said project, and the sum of $ 62,870.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ........ day of ........ one thousand nine hundred and DEC 4 1945

FEDERAL WORKS ADMINISTRATOR,

By ........
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10129-1

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DA-RM 92(1)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 10, 1945.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Project No. DA-RM 92(1), Crater Lake-Fort Klamath Access Road, was made by a representative of this office on November 29, 1945.

Prompt submission of the final voucher will be appreciated.

Very truly yours,
Tom Davis
District Engineer

By

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11 1945
OREGON
STATE HIGHWAY COMMISSION

Jm

R. H. Baldock

RECEIVED
3 1945
State Highway Engineer

FOR FILING NOTE

vember 23rd, 1945

FINAL COST ANALYSIS

Crater Lake-Ft. Klamath
Timber Access Road
Contract #2735

Grading, Rocking and Oiling
Lloyd Babler, Contractor
J. B. Weaver, Resident Engineer

Klamath Lake & Crater
Lake Hwys. and County
Roads
Prefix DA-RM 92(1)

DA-RM 92-1

| Item | Quantity | Unit | Unit Cost | Unit Bid | Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| Clear & Grub | All | | | | $5,710.17 | $5,000.00 |
| Struct. Excavation | 435.1 | Cu. Yd. | $3.59 | $3.00 | 1,563.37 | 1,305.30 |
| General " | 11,132.2 | " " | 0.30 | 0.35 | 3,360.39 | 3,896.27 |
| Short Overhaul | 28,876.0 | Sta. Yd. | 0.018 | 0.02 | 524.21 | 577.52 |
| Long Overhaul | 546.0 | C-Yd. Sta. | 0.30 | 0.30 | 166.12 | 163.80 |
| Grader Work | 178.0 | Station | 1.93 | 12.00 | 344.34 | 2,136.00 |
| 12" Concrete Pipe | 144 | Lin. Ft. | 1.36 | 1.50 | 195.84 | 216.00 |
| 18" " " | 456 | " " | 1.99 | 3.00 | 905.84 | 1,368.00 |
| 24" " " | 9 | " " | 3.84 | 4.00 | 34.57 | 36.00 |
| 30" " " | 36 | " " | 4.98 | 5.00 | 179.28 | 180.00 |
| 36" " " | 552 | " " | 6.69 | 7.00 | 3,692.96 | 3,864.00 |
| Removal of Concrete Bridges | All | | | | 236.73 | 600.00 |
| *Class "A" Concrete | 65.37 | Cu. Yd. | 55.46 | 50.00 | 3,625.60 | 3,268.50 |
| *Reinforcing Steel | 7,691 | Lb. | 0.11 | 0.10 | 852.10 | 769.10 |
| Salvage Culvert Pipe | 72 | Lin. Ft. | 0.87 | 1.00 | 62.40 | 72.00 |
| Topping | 19,436.0 | Cu. Yd. | 0.83 | 1,10 | 16,037.72 | 21,379.60 |
| 3/4"-0 Mat'l. in Base and Shoulders | 3,762.0 | " " | 2.77 | 2.85 | 10,426.55 | 10,721.70 |
| Sprinkling | 694.4 | M-Gal. | 1.06 | 1.50 | 734.07 | 1,041.60 |
| Furn. & Place Aggregates | 370.0 | Cu. Yd. | 5.24 | 5.00 | 1,940.29 | 1,850.00 |
| " " " 151-200 Asphalt | 30.93 | Ton | 37.66 | 50.00 | 1,164.75 | 1,546.50 |
| PA #1, 12" Corr. Metal Pipe | 10 | Lin. Ft. | 1.48 | 1.50 | 14.76 | 15.00 |
| " , 18" " " " | 20 | " " | 2.09 | 3.00 | 41.72 | 60.00 |
| " , 24" " " " | 28 | " " | 3.24 | 4.00 | 90.84 | 112.00 |

lysis
e-Ft. Klamath Timber Access Road

| Item | Quantity | Unit | Unit Cost | Unit Bid | Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| PA #1, 30" Corr. Metal Pipe | 64 | Lin. Ft. | $3.97 | $5.00 | $253.79 | $320.00 |
| " , 36" " " " | 66 | " " | 5.93 | 7.00 | 391.58 | 462.00 |
| PA #2, Topping from Fort Klamath Agency | 11,219.0 | Cu. Yd. | 0.80 | 1.40 | 8,976.99 | 15,706.60 |
| PA #3, Cement Adjustment in Favor of State | 2.0 | Bbl. | | | | - 7.38 |
| PA #4, Bbl. Asphalt | 3.26 | Ton | 23.01 | 22.71 | 75.02 | 74.03 |
| EWO #1, Reconstruct Fence | | | | | 61.61 | 135.47 |
| " #2, " Timber Span | | | | | 56.86 | 104.65 |
| " #3, " F.S. Fence | | | | | 126.99 | 299.49 |
| " #5, Falling Snags | | | | | 298.10 | 327.42 |
| Work Done for Klamath County | | | | | 2,412.25 | 2,885.40 |
| | | | | | $64,557.81 | $80,486.57 |

* Work sub-contracted to Halvorson Construction Co.

| | |
|---|---|
| Gross Revenue | $80,486.57 |
| **Total Cost** | **64,557.81** |
| **Net Profit** | **$15,928.76** |

**Net Profit Equals 19.8% of Gross Revenue**

# Detail of Cost

| | | | |
|---|---|---|---|
| **Labor:** | | | |
| Supervision | | $1,960.04 | |
| Labor | | 16,828.53 | |
| State Industrial Accident | | 1,130.91 | |
| Social Security | | 188.49 | |
| Unemployment Compensation | | 565.46 | |
| | | | $20,673.43 |
| **Materials:** | | | |
| Culvert Pipe - F.O.B. Portland: | | | |
| 12" Concrete Pipe | 144 lin. ft. at $0.68 | $97.90 | |
| 18" " " | 456 " " " 1.40 | 638.40 | |
| 24" " " | 9 " " " 1.94 | 17.46 | |
| 30" " " | 36 " " " 3.84 | 138.24 | |
| 36" " " | 552 " " " 5.12 | 2,826.24 | |
| 12" Corr. Metal Pipe | 10 " " " 0.90 | 9.00 | |
| 12" " " " Bands | 2 each " 1.18 | 2.36 | |
| 18" " " " | 20 lin. ft. " 1.29 | 25.80 | |
| 18" " " " " | 2 each " 2.00 | 4.00 | |
| 24" " " " | 28 lin. ft. " 2.05 | 57.40 | |
| 24" " " " " | 4 each " 2.48 | 9.92 | |
| 30" " " " | 64 lin. ft. " 2.56 | 163.84 | |
| 30" " " " " | 7 each " 3.40 | 23.80 | |
| 36" " " " | 66 lin. ft. " 4.08 | 269.28 | |
| 36" " " " " | 7 each " 3.94 | 23.64 | |
| Rock Purchases: | | | |
| 3/4"-0 in Base & Shldrs. | 3,762 cu. yd. at $1.65 | $6,207.30 | |
| Oiling Aggregate | 185 " " " 2.15 | 397.75 | |
| " " | 185 " " " 2.65 | 490.25 | |
| " " | 361 " " " 2.40 | 866.40 | |
| Asphalt | 64.72 tons at $10.70 | $705.45 | |
| Freight on Asphalt | | 466.59 | |
| | | | 13,441.04 |
| **Equipment Rental & Miscellaneous:** | | | |
| Equipment Rental | | $3,217.00 | |
| Rented Equipment, includes labor, gas, oil & grease | | 17,536.38 | |
| Gas, Oil and Grease | | 2,274.50 | |
| Small Tools and Misc. | | 1,254.28 | |
| Bond | | 582.16 | |
| Insurance | | 64.45 | |
| P.U.C. Fees | | 25.27 | |
| Home Office and General Overhead | | 1,451.70 | |
| | | | 26,405.74 |
| Work Sub-contracted to Halvorson Construction Co. | | | 4,037.60 |
| Total | | | $64,557.81 |

REMARKS:

This is a "Federal Timber Access Road Project" and consisted of the regrading of .74 mile of existing roadbed, the grading of .47 mile of new roadbed, the construction of 3.58 miles of grader-type highway roadbed, the construction of 4.43 miles of selected roadbed topping and the construction of .47 mile of oil mat wearing surface.

The project was bid and awarded May 29th, 1945; work was started June 7th, 1945, and completed November 3rd, 1945.

In analyzing this project the major bid items will be discussed separately so that the various factors governing the costs can be shown.

Clearing and grubbing was carried on with a small crew consisting of two fallers using a power saw, two buckers and one RD-8 and clearing dozer. Both the power saw and RD-8 tractor were rented for this project as the contractor did not own equipment of this kind. Bid prices for clearing and grubbing were under the engineer's estimate, and, while all operations were carried out in the best possible fashion, the low bid price plus the heavy overhead for rented equipment made it impossible for the contractor to show a profit.

Excavation items were handled by RD-8 tractor and dozer, alternating with carryall as required, 3/4 cubic yard shovel and trucks. Good progress was made especially on material moved by tractor and dozer, and a fair profit was made.

Due to swampy, wet conditions concrete pipe items showed only a small profit. Corrugated metal pipe extensions were much easier to lay, and a nice profit was shown.

Class "A" concrete and steel items in the small structure were sub-contracted at bid prices to the Halvorson Construction Co.

Topping constituted one of the major items of this project and also the item showing the bulk of the profit. A bid price of $1.10 was made, haul included. The haul averaged 5.3 miles and was sub-contracted on a yardage basis at an average price of $0.68 per cubic yard. This left the contractor $0.42 for loading, placing and profit.

The required amount of topping could not be secured from the designated pit, and a price agreement was made for an additional 11,219 cubic yards of material, which was secured from the state-owned quarry at Fort Klamath Agency. While the contractor secured a price of $1.40 per cubic yard for this material, due to the extra haul of 2.5 miles involved, he was able to sub the hauling for the same amount as the original bid involved. Reasons for the reduction per yard mile of haul were the difference in the hauling roads, the material from Fort Klamath Agency being hauled entirely over oiled roads from the pit to the beginning of the project while the original material was hauled over only about 1.5 miles of oiled road, with the rest of the haul over a rough, unimproved haul road.

Remarks - Cont'd.

Loading costs were slightly higher from the original pit as the shovel averaged about 100 cubic yards an hour while an average of 120 cubic yards was dug from the pit at the agency. Street costs were low for topping due to the large daily output to the road.

Crushed materials in base and shoulders showed only a very small profit. The contractor purchased all materials from Rogers Construction Company, who were set up at Fort Klamath Agency quarry producing crushed rock for the Department on another contract. Price paid for this material was $1.65 a cubic yard at the bunker. Hauling costs were the same as for topping. This made a total cost delivered on the road of $2.33 and left $0.52 for street work, supervision and profit.

Due to the period of waiting between the finishing of the road rock and the starting of oiling operations, maintenance costs on the crushed rock base were unduly high and allowed the contractor only a negligible profit.

Oiling costs were exceptionally high for the contractor considering the experience that he has had in this field. Four days were required to place 370 cubic yards of aggregate and 30.9 tons of oil. This material should have been placed in one day, but, due to the smallness of the job, good coordination was not effected, and costs were high.

In general, high labor costs and delays in obtaining needed materials slowed the progress and added to the costs of the project. Exceptions to the above were the items of grader work and topping, which were handled in good fashion and allowed the contractor a substantial profit for the project.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

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NOV 16 1945
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DA-RM 92-1

November 15, 1945

REFERRED TO Mrs Lewis
BY SECRETARY

Has this been noted on the card?

Dooly & Company, Agents
General Casualty Company of America
Board of Trade Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2735 for work on the Crater Lake-Fort Klamath Timber Access Road, in Klamath County, has been completed by the contractor, Lloyd Bahler, and that final payment in the amount of $2,352.72 will be made when the Highway Commission has approved the contract.

The state is not advised of any unpaid claims for labor or materials or of the existance of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $77,601.17 and that no force account work was performed therein. This contract was completed October 29, 1945, but has not been accepted by the Highway Commission. We anticipate that it will be accepted by the Commission at its next regular meeting.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

oo

NOTED ON CARD

11-15-45

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17 1945
FOR FILING

DA-RM 92-1

November 8, 1945

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on October 29, 1945 on Contract No. 2735, Crater Lake-Fort Klamath Timber Access Road in connection with Federal Aid Project No. DA-RM 92 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

DHP:GED

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NOV 7 1945
FOR FILING

LD-KM 93-1

November 6, 1945

Mr. Lloyd Babler
4617 S. E. Milwaukie Ave.
Portland 2, Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 29, 1945, granted you the extension of time requested, from August 31 to December 15, 1945, without penalty, in connection with contract No. 2735 for grading, surfacing and oiling on the Crater Lake-Fort Klamath Section of the Access Road, Klamath County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
H. B. Glaisyer
Secretary

gl

cc: Wm. E. Chandler
Division Engineer

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OCT 23 1945
FOR FILING

SD-RM 92-1

October 22, 1945

General Casualty Company of America,
Dooly & Company, Agents
Board of Trade Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Lloyd Babler, on contract No. 2735, covering grading, surfacing and oiling on the Crater Lake-Fort Klamath Section of the Access Road in Klamath County. This payment, in the amount of $10,974.58, will be made on or after November 1, 1945. The retained percentage is $2,327.27.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
H. B. Glaisyer
Secretary

gl

NOTED ON CARD
10-22-45 GL

Form E-1—6M—8-41

DA-RM 92 (1)

RECEIVED
OCT 1 1945
OFFICE OF

## OREGON STATE HIGHWAY COMMISSION
## FIELD ENGINEER'S WEEKLY REPORT
### FOR CONSTRUCTION PROJECTS ONLY

*For Week Ending* September 29 1945, 19

| | | | |
|---|---|---|---|
| *Section* | Crater Lake - Fort Klamath | *Kind of work* | Grading & Surfacing |
| *Highway* | Timber Access Road | *Section prefix* | 118-1030 |
| *Contractor* | Lloyd Babler | *Contract number* | 2735 |
| *Date of contract* | May 29 1945, 19 | *Date of completion* | August 31 1945, 19 |
| *Date work started* | June 7 1945, 19 | *Estimated date of completion* | October 3 1945, 19 |
| *Amount of contract* | $ 70694.00 | *Per cent of time elapsed* | 131 % |

*Estimated cost of completed project, exclusive of engineering* . . . $ 77700.00

*Per cent of contract completed, based on total contract price* . . . 100 %

*Engineering cost to date,* $ 3240.00, %    *Date project was completed* , 19

*General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:*

The laying of the oil mat was completed last Saturday.

Maintenance work - brooming of oil mat, trimming of shoulders and blading of crushed rock surface - was carried on during the fore part of the week.

Burning of debris, which was started on Wednesday with the approval of the Forest Ranger, is progressing very good and is expected to be completed on Tuesday or Wednesday of next week.

Acting Division Engineer Libby inspected this and other work in the vicinity on Wednesday of this week.

NOTED
R. G. SMITH

*Signed*
*Address* Klamath Falls Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

.................... County, ......%; .................... County, ......%; .................... County, ......%; .................... County, ......%;

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ..........., Power graders ..........., Rollers ..........., Mixers ..........., Crushing or screening plants ...........

Compressors ..........., Bulldozers ..........., Sheet-foot rollers ..........., . . . . . . ..........., . . . . . . ..........., . . . . . . ...........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

STATE PRINTING DEPT.

RECEIVED
SEP 22 1945
FOR FILING

DA-RM 92-1

September 19, 1945

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (6), Oregon

Dear Sir:

Will you kindly concur an extension of time on Contract No. 2735, DA-RM 92 (1), Lloyd Babler, Contractor, from September 1, 1945 to December 15, 1945. This extension is necessary for the reason that the contractor was not permitted to do the burning required in connection with the clearing on this project until damp weather sets in this fall, and it is estimated that this work will take until December 15 to satisfactorily complete. I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP:ER

RECEIVED
SEP 10 1945
FOR FILING

DA-RM 92-1

August 27, 1945

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Enclosed are copies of work order No. 4, on the Halsey-Harrisburg Project, SN-U-FAP 56-G (1), and work order No. 5, on the Crater Lake-Fort Klamath Timber Access Road Project, DA-RM 92 (1). We are requesting that these be stamped approved and returned to us for our records.

In a telephone conversation Saturday morning with your office, we were informed that these work orders were approved and returned to us, work order No. 4, on August 11, and work order No. 5, on July 30. A search of our files has failed to locate these copies, which are a necessary part of our records.

We will appreciate your early attention to this matter.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

Dictated by D. B. Parkes/GS

Encl.

RECEIVED
AUG 24 1945
FOR FILING

DA-RM 92-1

August 23, 1945

Mr. T. H. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing two copies of project agreement for the Crater Lake-Fort Klamath Timber Access Road Project No. DA-RM 92 (1), which copies have been signed by the Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

JMH:ER

RECEIVED
AUG 24 1945
FOR FILING

DA-RM 92-1

August 23, 1945

Mr. T. H. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing two copies of project agreement for the Crater Lake-Fort Klamath Timber Access Road Project No. DA-RM 92 (1), which copies have been signed by the Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

JWN:ER

RECEIVED
AUG 24 1945
FOR FILING

DA-RM 92-1

August 22, 1945

Mr. T. E. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the suggestion contained in your letter of August 14, 1945, we are enclosing seven copies of estimate as basis for modification of project agreement for the Crater Lake-Fort Klamath Timber Access Road Project No. DA-RM 92 (1).

The estimate for this project has been revised to include the work to be performed under Price Agreement No. 2, and the Federal Access Road funds requested have been increased by $3,000.00, which amount, as stated in your letter, is allotted to the project for reimbursement for the increase in cost.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

JWM:ER

RECEIVED
AUG 24 1945
FOR FILING

DA-RM 92-1

August 22, 1945

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the suggestion contained in your letter of August 14, 1945, we are enclosing seven copies of estimate as basis for modification of project agreement for the Crater Lake-Fort Klamath Timber Access Road Project No. DA-RM 92 (1).

The estimate for this project has been revised to include the work to be performed under Price Agreement No. 2, and the Federal Access Road funds requested have been increased by $3,000.00, which amount, as stated in your letter, is allotted to the project for reimbursement for the increase in cost.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

JWN:ER

**Oregon State Highway Department**

Federal Access Road
Project No. DA-WR 92 (1)

## CRATER LAKE-FORT KLAMATH ACCESS ROAD PROJECT

## IN KLAMATH COUNTY

(Estimate as basis for modified agreement.)

Salem, Oregon, August 22, 1945

| | | | | |
|---|---|---|---|---|
| All Required | | Preliminary Engineering | | $ 2,900.00 |
| All Required | | Lands, Rights of Way, Easements, Etc. | | 900.00 |

(Sta. 476+00 to 497+02.1 - 0+00 to 4+00) (24' Roadway)

| | | | | |
|---|---|---|---|---|
| 2,600 | cu. yds. | Selected Roadbed Topping | $ 1.10 | $ 2,860.00 |
| 550 | cu. yds. | 3/4" - 0" Material in Base and Surfacing | 2.85 | 1,567.50 |
| 30 | M-gals. | Sprinkling | 1.50 | 45.00 |
| 370 | cu. yds. | Furnishing and Placing Mineral Aggregate | 5.00 | 1,850.00 |
| 32 | tons | Furnishing and Placing 151-200 Asphalt | 50.00 | 1,600.00 |
| 1,500 | cu. yds. | Selected Roadbed Topping (F.A. #2) | 1.40 | 2,100.00 |
| | | | Subtotal | $ 10,022.50 |
| | | | Engr. & Cont. | 1,002.25 |
| | | | Total | $ 11,024.75 |

Length 0.473 mile
Cost per mile $ 23,307.55

(Sta. 4+00 to 131+00) (24' Roadway)

| | | | | |
|---|---|---|---|---|
| 120 | cu. yds. | Structural Excavation | $ 3.00 | $ 360.00 |
| 240 | cu. yds. | General Excavation, Unclassified | 0.35 | 84.00 |
| 60 | lin. ft. | 12" Concrete Pipe | 2.00 | 120.00 |
| 130 | lin. ft. | 18" Concrete Pipe | 3.00 | 390.00 |
| 30 | lin. ft. | 24" Concrete Pipe | 4.00 | 120.00 |
| 70 | lin. ft. | 30" Concrete Pipe | 5.00 | 350.00 |
| 240 | lin. ft. | 36" Concrete Pipe | 7.00 | 1,680.00 |
| All Required | | Removal of Concrete Bridges (70%) | | 420.00 |
| 44 | lin. ft. | Salvaging Culvert Pipe | 1.00 | 44.00 |
| 11,600 | cu. yds. | Selected Roadbed Topping | 1.10 | 12,760.00 |
| 2,450 | cu. yds. | 3/4" - 0" Material in Base and Surfacing | 2.85 | 6,982.50 |
| 400 | M-gals. | Sprinkling | 1.50 | 600.00 |

| | | | | |
|---|---|---|---|---|
| 6,700 | cu. yds. | Selected Roadbed Topping (P.A. #2) | 1.40 | $ 9,380.00 |
| | | | Subtotal | $ 33,340.50 |
| | | | 10% Engr. & Cont. | 3,334.05 |
| | | | Total | $ 36,674.55 |
| | | Length | 2.400 miles | |
| | | Cost per mile | $ 15,281.06 | |

(Sta. 131+00 to 215+00) (12' Roadway)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (30%) | | $ 1,500.00 |
| 80 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 240.00 |
| 6,000 | cu. yds. | General Excavation, Unclassified | 0.35 | 2,100.00 |
| 33,000 | yd. sta. | Short Overhaul | 0.02 | 660.00 |
| 600 | C-yd. sta. | Long Overhaul | 0.30 | 180.00 |
| 8 | stas. | Grader Work | 12.00 | 96.00 |
| 20 | lin. ft. | 12" Concrete Pipe | 1.50 | 30.00 |
| 220 | lin. ft. | 18" Concrete Pipe | 3.00 | 660.00 |
| 40 | lin. ft. | 24" Concrete Pipe | 4.00 | 160.00 |
| 360 | lin. ft. | 36" Concrete Pipe | 7.00 | 2,520.00 |
| 5,200 | cu. yds. | Selected Roadbed Topping | 1.10 | 5,720.00 |
| 1,000 | cu. yds. | 3/4" - 0" Material in Base and Surfacing | 2.85 | 2,850.00 |
| 300 | M-gals. | Sprinkling | 1.50 | 450.00 |
| 3,000 | cu. yds. | Selected Roadbed Topping (P.A. #2) | 1.40 | 4,200.00 |
| | | | Subtotal | $ 21,366.00 |
| | | | Engr. & Cont. | 2,136.60 |
| | | | Total | $ 23,502.60 |
| | | Length | 1.590 miles | |
| | | Cost per mile | $ 14,781.50 | |

(Sta. 215+00 to 421+00) (12' Roadway)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (70%) | | $ 3,500.00 |
| 20 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 60.00 |
| 6,760 | cu. yds. | General Excavation, Unclassified | 0.35 | 2,366.00 |
| 4,000 | yd. sta. | Short Overhaul | 0.02 | 80.00 |
| 182 | stas. | Grader Work | 12.00 | 2,184.00 |
| 20 | lin. ft. | 12" Concrete Pipe | 1.50 | 30.00 |
| 160 | lin. ft. | 18" Concrete Pipe | 3.00 | 480.00 |
| | | | Subtotal | $ 8,700.00 |
| | | | Engr. & Cont. | 870.00 |
| | | | Total | $ 9,570.00 |
| | | Length | 3.897 miles | |
| | | Cost per mile | $ 2,455.73 | |

Bridge (Sta. 94+85)

| | | | | |
|---|---|---|---|---|
| 80 cu. yds. | Structural Excavation, Unclassified | $ 3.00 | $ 240.00 |
| All Required | Removal of Bridges (30') | | 180.00 |
| 40 cu. yds. | Class "A" Concrete | 50.00 | 2,000.00 |
| 7,000 lbs. | Metal Reinforcement | 0.10 | 700.00 |
| | | Subtotal | $ 3,120.00 |
| | | Engr. & Cont. | 312.00 |
| | | Total | $ 3,432.00 |

Length .005 mile

SUMMARY OF FUNDS

| Item | Total Cost | Federal Access Road Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering: | | | |
| (Sta. 478+00 to 457+02.8 = 0+00 to 131+00) | $ 850.00 | $ 504.00 | $ 346.00 |
| (Sta. 131+00 to 215+00) | 1,250.00 | 1,250.00 | - - |
| Lands, Rights of Way, Easements, Etc. | 500.00 | 297.00 | 203.00 |
| Construction: | | | |
| (Sta. 478+00 to 457+02.8 = 0+00 to 4+00) | 11,024.75 | 6,543.00 | 4,481.75 |
| (Sta. 4+00 to 131+00) | 36,674.55 | 21,766.40 | 14,908.15 |
| (Sta. 131+00 to 215+00) | 23,502.60 | 23,502.60 | - - |
| (Sta. 215+00 to 421+00) | 9,970.00 | 9,970.00 | - - |
| Structure | 3,432.00 | 2,037.00 | 1,395.00 |
| | $87,203.90 | $65,870.00 | $21,333.90 |

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939

19,436

6,000

TION

POST OFFICE BUILDING
PORTLAND 5, OREG.

August 14, 1945.

NOTED
State Highway Engineer

State Highway Engineer,
Salem, Oregon.

Dear Sir:

Further reference is made to your request for an additional $3,000 to finance additional hauling costs on the Fort Klamath Timber Access Road, Oregon Project DA-RM-92.

We have been advised that the additional $3,000 has been reserved to the credit of this project. You are accordingly authorized to proceed with the work. Please submit a revised estimate and request for amendment of project agreement.

Very truly yours,

T M Davis
T. M. DAVIS,
District Engineer.

RECEIVED
AUG 17 1945
OREGON
STATE HIGHWAY COMMISSION

Copy sent to Mr. Probst

cc W.E.Chandler ✓ Resident Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DIVISION 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

RECEIVED
AUG 24 1945
FOR FILING

August 14, 1945.

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Further reference is made to your request for an additional $3,000 to finance additional hauling costs on the Fort Klamath Timber Access Road, Oregon Project DA-RM-92.

We have been advised that the additional $3,000 has been reserved to the credit of this project. You are accordingly authorized to proceed with the work. Please submit a revised estimate and request for amendment of project agreement.

Very truly yours,

T. M. Davis
T. M. DAVIS,
District Engineer.

RECEIVED
AUG 17 1945
OREGON
STATE HIGHWAY COMMISSION

Copy sent to Mr. Profett

cc W.E.Chandler ✓Resident Engineer

FORM E-50 25M 8-44

**OREGON STATE HIGHWAY COMMISSION**
**INTER-DEPARTMENT CORRESPONDENCE**

Klamath Falls
August 11 1945

RECEIVED
AUG 13 1945
OFFICE OF
ENGINEER

To:

**SUBJECT:** Timber Access Road
Contract # 2735

Mr H.G.Smith
Const Engineer
Salem Oregon.

Dear Sir,

Upon the request of the Division Engineer, I am reporting the following directly to you.

Mr Hugh Stoddard, P.R.A.Engineer, inspected the work on the above project on Thursday, August 9th, and, altho seeming satisfied with what has been done, expressed the desire that we increase the ¾"- 0" crushed materials back to approximately 80% of the original quantity set up, or to about 4000 cubic yards.

We had planned on reducing those materials approximately 50%, of from 4900 cubic yards to 2500 cubic yards, and using the money saved thereby to pay for the extra haul on the "Topping", necessitated by change of topping sources, and 1½ inches of screen rejections - from the Agency Quarry - placed on the topping to bind same ahead of 1½" of ¾"- 0" crushed rock wearing surface. Except for about 200 cubic yards of screen rejections that we wish to use in taking out a few loose spots, all of the topping and screen rejections have been placed on the road.

After checking the accounts, I advised Mr Stoddard that we would need additional money for the crushed rock - in the amount of about $3000, based on the following.

The additional 1500 cubic yards of ¾"- 0" crushed rock will cost $ 4275 and I expect to have only about $ 1200 left from the funds set up for contingencies and engineering.

Mr Stoddard advised that we should get a request for additional funds in immediately as he was sure that they can be secured, if we do not delay.

For your benefit, I am submitting a quantity summary sheet herewith, upon which I have shown the estimate corrected to date - as nearly correct as can be determined at this time.

Very truly yours,

Resident Engineer

cc W.E.Chandler

Form 62A

# OREGON STATE HIGHWAY DEPARTMENT—QUANTITY SUMMARY SHEE

Section: Crater Lake-Fort Klamath Timber Access Rd.
Contract No. 2735
Estimate No.
Job Prefix No. 118-1030
Kind of work: Grading, Surfacing and Oiling
Highway: Access Road
Contractor: Lloyd Babler
County: Klamath
Work done to
Specified date of
Estimated date of
eet 1 of 2

| Item | Unit | Unit Price | Original Authorization Quantity | Original Authorization Amount | Estimate Corrected to Date Quantity | Estimate Corrected to Date Amount | Performed to Date Quantity | Performed to Date Amount | To Com Quantity |
|---|---|---|---|---|---|---|---|---|---|
| Clearing and Grubbing | Lump Sum | | All Spec. | $ 5,000 00 | All | 5000 00 | | | |
| Structural Excavation, Unclassified | cu.yd. | 3 00 | 300 | 900 00 | 440 | 1320 00 | | | |
| General Excavation, Unclassified | cu.yd. | 0 35 | 13,000 | 4,550 00 | 11134.2 | 3896 97 | | | |
| ort Overhaul | yd.sta. | 0 02 | 37,000 | 740 00 | 28876 | 577 52 | | | |
| Overhaul | C-yd.stas. | 0 30 | 600 | 180 00 | 546 | 163 80 | | | |
| er Work | sta. | 12 00 | 190 | 2,280 00 | 178 | 2136 00 | | | |
| -inch Concrete Pipe | lin.ft. | 1 50 | 120 | 180 00 | 144 | 216 00 | | | |
| -inch Concrete Pipe | lin.ft. | 3 00 | 480 | 1,440 00 | 456 | 1368 00 | | | |
| -inch Concrete Pipe | lin.ft. | 4 00 | 70 | 280 00 | 9 | 36 00 | | | |
| inch Concrete Pipe | lin.ft. | 5 00 | 70 | 350 00 | 36 | 180 00 | | | |
| h Concrete Pipe | lin.ft. | 7 00 | 620 | 4,340 00 | 552 | 3864 00 | | | |
| of Concrete Bridges | Lump Sum | | All Spec. | 600 00 | All | 600 00 | | | |
| Concrete | cu.yd. | 50 00 | 40 | 2,000 00 | 60 | 3000 00 | | | |
| nforcement | lb. | 0 10 | 7,000 | 700 00 | 7000 | 700 00 | | | |
| Culvert Pipe | lin.ft. | 1 00 | 44 | 44 00 | 72 | 72 00 | | | |
| oadbed Topping | cu.yd. | 1 10 | 26,000 | 28,600 00 | 19436 | 21379 60 | | | |
| aterial in Base | | | | | | | | | |
| sing | | | | | | | | | |
| | cu.yd. | 2 85 | 4,900 | 13,965 00 | [illegible] ~~2500~~ | 7125 00 | | | |
| | M-gals. | 1 50 | 730 | 1,095 00 | 730 | 1095 00 | | | |
| nd Placing Aggre- | | | | | | | | | |
| | cu.yd. | 5 00 | 370 | 1,850 00 | 370 | 1850 00 | | | |
| | | | | $ 69,094 00 | | 54579 89 | | | |

approved to date, $

**INSTRUCTIONS**—Include in "Estimate Corrected to Date" absolutely every item of cost that it is possible to anticipate, including extra work and state force work, and, for the purpose of this report, estimate all quantities liberally, so that the actual final cost will be less, rather than more than the cost shown hereon. List under the heading "Performed Since Last Estimate" all work to be paid for on the current estimate. Do not include "Material on Hand" on this form.

Form 62A—3M—4-42

# OREGON STATE HIGHWAY DEPARTMENT—QUANTITY SUMMARY SHEE

Section Crater Lake-Fort Klamath Timber Access Rd Contract No. 2735 Estimate No. ........ Job Prefix No. 118-1030 Work done to ........

Kind of work Grading, Surfacing and Oiling Highway Access Road Specified date of

Contractor Lloyd Babler County Klamath Estimated date of

| Sheet 2 of 2 Item | Unit | Unit Price | Original Authorization Quantity | Original Authorization Amount | Estimate Corrected to Date Quantity | Estimate Corrected to Date Amount | Performed to Date Quantity | Performed to Date Amount | To Com Quantity |
|---|---|---|---|---|---|---|---|---|---|
| Subtotal Carried Forward | | | | $69,094 00 | | 54579 89 | | | |
| 20. Furnishing and Placing 151-200 | | | | | | | | | |
| Asphalt | ton | 50 00 | 32 | 1,600 00 | 32 | 1600 00 | | | |
| ~~(Subtotal, Contract Bid Items)~~ | | | | ~~$70,694 00~~ | | | | | |
| ~~Repair Timber Bridge~~ | | | | ~~200 00~~ | | | | | |
| ~~Contingencies~~ | | | | ~~2,835 76~~ | | | | | |
| ~~Engineering~~ | | | | ~~4,253 64~~ | | | | | |
| EA#1 - 12" Corr. Iron Pipe | Lin Ft. | 1 50 | | | 10 | 15 00 | | | |
| ″ - 18" ″ ″ ″ | ″ ″ | 3 00 | | | 20 | 60 00 | | | |
| ″ - 24" ″ ″ ″ | ″ ″ | 4 00 | | | 28 | 112 00 | | | |
| ″ - 30" ″ ″ ″ | ″ ″ | 5 00 | | | 64 | 320 00 | | | |
| ″ - 36" ″ ″ ″ | ″ ″ | 7 00 | | | 66 | 462 00 | | | |
| EA#2 - Topping in Place | C.Y. | 1 40 | | | 11200 | 15680 00 | | | |
| FW#1 - Reconst R/W Fence | | | | | | 100 00 | | | |
| FW#2 - Reinforce Timber Span | | | | 200 00 | | 75 00 | | | |
| FW#3 - Reconst F.S. Fence | | | | | | 120 00 | | | |
| FW#4 - Reconst F.S. Tel Line | | | | | | 50 00 | | | |
| FW#5 - Falling Snags | | | | | | 360 00 | | | |
| Contract Total | | | | 70894 00 | | 73533 89 | | | |
| Contingencies | | | | 2835 76 | | 1199 51 | | | |
| Engineering | | | | 4253 64 | | 3250 00 | | | |
| Totals | | | | $77,983 40 | | 77983 40 | | | |

Total authorizations approved to date, $........................

INSTRUCTIONS—Include in "Estimate Corrected to Date" absolutely every item of cost that it is possible to anticipate, including extra work and state force work, and, for the purpose of this report, estimate all quantities liberally, so that the actual final cost will be less, rather than more than the cost shown hereon. List under the heading "Performed Since Last Estimate" all work to be paid for on the current estimate. Do not include "Materials on Hand" on this form.

STATE PRINTING DEPT.

RECEIVED
G 14 1945
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
[illegible]
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-RM 92(1)

August 11, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon Defense Access Project No. DA-RM 92(1), Crater Lake-Fort Klamath Timber Access Road. Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Special provisions, page 23, "Alterations in Details of Construction", include a revision which had been proposed by the State for the Standard Specifications which permits adjusting the unit prices by supplemental agreement for any alterations which involve an increase or decrease of 25 per-cent or less of the original contract amount. This special provision was disapproved. Approval of the P.S.& E. is with the understanding that Federal funds will not participate in any adjustments in unit prices resulting from invoking this special provisions.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

Encls.

RECEIVED
AUG 13 1945
OREGON
STATE HIGHWAY COMMISSION

Jon

RECEIVED
AUG 6 - 1945
FOR FILING

DA-RM 92-1

August 1, 1945

Mr. Carl Janouch, Supervisor
Rogue River National Forest
Medford, Oregon

Dear Sir:

At the request of Mr. W. H. Lynch, Division Engineer of the Public Roads Administration, we are mailing, under separate cover, a copy of the "Specifications and Contract Agreement for State Highway Construction" for the Crater Lake-Fort Klamath Timber Access Road, Contract No. 2735.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

RECEIVED
AUG 2 - 1945
FOR FILING

DA-R M92

August 1, 1945

Mr. Carl Janouch, Supervisor
Rogue River National Forest
Medford, Oregon

Dear Sir:

At the request of Mr. W. H. Lynch, Division Engineer of the Public Roads Administration, we are mailing, under separate cover, a copy of the "Specifications and Contract Agreement for State Highway Construction" for the Crater Lake-Fort Klamath Timber Access Road, Contract No. 2735.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DIVISION 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

July 31, 1945.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Regional Office of the Forest Service has requested that a copy of the "Specifications and Contract Agreement for State Highway Construction" for the Fort Klamath Timber Access Road, Oregon Project DA-RM-92 (State Contract No. 2735), be furnished the office of the Rogue River National Forest.

It would be appreciated, therefore, if you would send a copy of the contract for Oregon DA-RM-92 to Carl Janouch, Supervisor, Rogue River National Forest, Medford, Oregon.

Very truly yours,

W. H. LYNCH,
Division Engineer,

By T M Davis
T. M. Davis,
District Engineer.

RECEIVED
AUG 1 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 31 1945
FOR FILING

DA-RM 92 (1)

July 27, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is Order for Extra Work No. 5, covering the felling of snags within a 150-foot radius of brush piles in connection with the Crater Lake-Fort Klamath Timber Access Road Project, DA-RM 92 (1).

This work is classified as "Extra Work" by reason of the fact that it is outside of the clearing work covered by the contract and is called for by the clearing and burning stipulations set for the job by the U. S. Forest Service after the contract was awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

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DA-RM 92-(1)

July 27, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is price agreement No. 2, covering the securing of topping materials from a different source than set up in the contract, and also to cover payment of additional haul from new source on the Crater Lake-Fort Klamath Timber Access Road Project, DA-RM 92 (1).

This price agreement has been made to cover the additional haul necessitated by securing materials from the Agency Quarry, after materials from present source are exhausted. The materials to be used are screen rejections, now piled at the Agency Quarry, and are to be used over a portion of the project in place of the 3/4" - 0" crushed materials, thereby resulting in a savings of approximately $5,300.00.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

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DA-RM 92(1)

July 14, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for project agreement for the Crater Lake-Fort Klamath Access Road, Project No. DA-RM 92 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWH:GS

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-FH 92 (1)

## CRATER LAKE-FORT KLAMATH ACCESS ROAD PROJECT

## IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 14, 1945

| | | | |
|---|---|---|---|
| All Required | Preliminary Engineering | | $ 2,500.00 |
| All Required | Lands, Rights of Way, Easements, Etc. | | 500.00 |

**(Sta. 476+00 to 457+02.8 = 0+00 to 6+00) (24' Roadway)**

| | | | | |
|---|---|---|---|---|
| 3,500 | cu. yds. | Selected Roadbed Topping | $ 1.10 | $ 3,850.00 |
| 650 | cu. yds. | 3/4" - 0" Material in Base and Surfacing | 2.85 | 1,852.50 |
| 30 | M-gals. | Sprinkling | 1.50 | 45.00 |
| 370 | cu. yds. | Furnishing and Placing Mineral Aggregate | 5.00 | 1,850.00 |
| 32 | tons | Furnishing and Placing 151-200 Asphalt | 50.00 | 1,600.00 |
| | | | Subtotal | $ 9,197.50 |
| | | | 10% Engr. & Cont. | 919.75 |
| | | | Total | $10,117.25 |

Length of Roadway .473 mile
Cost per mile $21,389.53

**(Sta. 6+00 to 131+00) (24' Roadway)**

| | | | | |
|---|---|---|---|---|
| 120 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | $ 360.00 |
| 240 | cu. yds. | General Excavation, Unclassified | .35 | 84.00 |
| 80 | lin. ft. | 12" Concrete Pipe | 1.50 | 120.00 |
| 100 | lin. ft. | 18" Concrete Pipe | 3.00 | 300.00 |
| 30 | lin. ft. | 24" Concrete Pipe | 4.00 | 120.00 |
| 70 | lin. ft. | 30" Concrete Pipe | 5.00 | 350.00 |
| 260 | lin. ft. | 36" Concrete Pipe | 7.00 | 1,820.00 |
| All Required | | Removal of Concrete Bridges (two) | | 420.00 |
| 44 | lin. ft. | Salvaging Culvert Pipe | 1.00 | 44.00 |
| 15,500 | cu. yds. | Selected Roadbed Topping | 1.10 | 17,050.00 |
| 3,000 | cu. yds. | 3/4" - 0" Material in Base and Surfacing | 2.85 | 8,550.00 |

| | | | | |
|---|---|---|---|---|
| 400 | M-gals. | Sprinkling | $ 1.50 | $ 600.00 |
| | | | Subtotal | $29,818.00 |
| | | | 10% Engr. & Cont. | 2,981.80 |
| | | | Total | $32,799.80 |
| | | Length of Roadway | 2.400 miles | |
| | | Cost per mile | $13,666.58 | |

(Sta. 131+00 to 215+00) (12' Roadway)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (70%) | | $ 1,500.00 |
| 80 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 240.00 |
| 6,000 | cu. yds. | General Excavation, Unclassified | .35 | 2,100.00 |
| 33,000 | yd. sta. | Short Overhaul | .02 | 660.00 |
| 600 | C-yd.stas. | Long Overhaul | .30 | 180.00 |
| 8 | sta. | Grader Work | 12.00 | 96.00 |
| 20 | lin. ft. | 12" Concrete Pipe | 1.50 | 30.00 |
| 220 | lin. ft. | 18" Concrete Pipe | 3.00 | 660.00 |
| 40 | lin. ft. | 24" Concrete Pipe | 4.00 | 160.00 |
| 360 | lin. ft. | 36" Concrete Pipe | 7.00 | 2,520.00 |
| 7,000 | cu. yds. | Selected Roadbed Topping | 1.10 | 7,700.00 |
| 1,250 | cu. yds. | 3/4" - 0" Material in Base and Surfacing | 2.85 | 3,562.50 |
| 300 | M-gals. | Sprinkling | 1.50 | 450.00 |
| | | | Subtotal | $19,858.50 |
| | | | 10% Engr. & Cont. | 1,985.85 |
| | | | Total | $21,844.35 |
| | | Length of Roadway | 1.590 miles | |
| | | Cost per mile | $13,738.58 | |

(Sta. 215+00 to 421+00) (12' Roadway)

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing (70%) | | $ 3,500.00 |
| 20 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 60.00 |
| 6,760 | cu. yds. | General Excavation, Unclassified | .35 | 2,366.00 |
| 4,000 | yd. stas. | Short Overhaul | .02 | 80.00 |
| 182 | sta. | Grader Work | 12.00 | 2,184.00 |
| 20 | lin. ft. | 12" Concrete Pipe | 1.50 | 30.00 |
| 160 | lin. ft. | 18" Concrete Pipe | 3.00 | 480.00 |
| | | | Subtotal | $ 8,700.00 |
| | | | 10% Engr. & Cont. | 870.00 |
| | | | Total | $ 9,570.00 |
| | | Length of Roadway | 3.897 miles | |
| | | Cost per mile | $2,455.73 | |

| | | | |
|---|---|---|---|
| [illegible] | [illegible] | $ [illegible] | $ [illegible] |
| [illegible] | [illegible] | | 150.00 |
| [illegible] cu. yds. | Class "A" Concrete | 50.00 | 2,000.00 |
| 7,[illegible] lbs. | Metal Reinforcement | .10 | [illegible] |
| | Subtotal | | $ 3,120.00 |
| | 10% Engr. & Cont. | | 312.00 |
| | Total | | $ 3,432.00 |
| Length | .005 mile | | |

## SUMMARY OF FUNDS

| Item | Total Cost | Federal Access Road Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering: | | | |
| (Sta. 478+00 to 457+02.8-<br>0+00 to 131+00) | $ 850.00 | $ 531.00 | $ 319.00 |
| (Sta. 131+00 to 215+00) | 1,650.00 | 1,650.00 | - - |
| Lands, Rights of Way, Easements, Etc. | 500.00 | 312.00 | 188.00 |
| Construction: | | | |
| (Sta. 478+00 to 457+02.8-<br>0+00 to 4+00) | 10,117.25 | 6,322.00 | 3,795.25 |
| (Sta. 4+00 to 131+00) | 32,799.80 | 20,496.00 | 12,303.80 |
| (Sta. 131+00 to 215+00) | 21,844.35 | 21,844.35 | - - |
| (Sta. 215+00 to 421+00) | 9,570.00 | 9,570.00 | - - |
| Structure | 3,432.00 | 2,144.65 | 1,287.35 |
| | $80,763.40 | $62,870.00 | $17,893.40 |

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maintenance: Chap. 529, laws 1939.

May 25, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of May 22, 1945, the segregation of preliminary engineering and right of way costs for Units Nos. 2 and 3, for the Crater Lake-Fort Klamath Access Road Project, No. DA-WR 92 (1), is as follows:

| Item | Unit No. 2 | Unit No. 3 | Total |
|---|---|---|---|
| Preliminary Engineering | $1,650.00 | $850.00 | $2,500.00 |
| Rights of Way | - - | 500.00 | 500.00 |

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. W. Nash/ER

May 22, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon DA-WR 92(1), the Crater Lake-Fort Klamath Timber Access Road, have today been recommended for approval, subject to review and approval by the Commissioner of Public Roads. This is your authority to advertise.

It is noted that the summary of costs in the estimate shows two items on which the State is to cooperate. This should also include the last item "Structure". The item "Preliminary Engineering" and "Lands, Rights of Way, etc.", should also have some State participation since part of the engineering work and also the right of way are involved in the section on the State Secondary Highway (Unit 3). We are forwarding the project papers but we should be furnished with the amount spent on Unit 3 for engineering and also the funds required for right of way on this unit in order that an equitable cooperation may be set up.

Since the estimate calls for more Federal funds than are set up, it may be necessary to request additional funds after receipt of bids so that we would appreciate advice as to the division of engineering and rights of way as requested in the last part of paragraph two of our letter of March 27, 1945. This should be submitted prior to the bid opening.

Very truly yours,

W. H. LYNCH
Division Engineer

To Mr. Probst
[illegible] sent to Mr. Baldock

Oregon State Highway Department

Federal Access Road
Project No. DA-SH 97 (1)

## CRATER LAKE-FORT KLAMATH ACCESS ROAD PROJECT

## IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 21, 1945

| | | | | |
|---|---|---|---|---|
| All Required | | Preliminary Engineering | | $ 2,500.00 |
| All Required | | Lands, Rights of Way, Easements, Etc. | | 500.00 |

(Sta. 476+06 to 477+92.8 = 0+06 to 4+00) (24' Roadway)

| | | | | |
|---|---|---|---|---|
| 3,500 | cu. yds. | Selected Roadbed Topping | $ 1.40 | $ 4,900.00 |
| 650 | cu. yds. | 3/4" - 0" Material in Base and Surfacing | 3.00 | 1,950.00 |
| 30 | M-gals. | Sprinkling | 2.00 | 60.00 |
| 370 | cu. yds. | Furnishing and Placing Mineral Aggregate | 4.50 | 1,665.00 |
| 32 | tons | Furnishing and Placing 151-200 Asphalt | 40.00 | 1,280.00 |
| | | | Subtotal | $ 9,855.00 |
| | | | 10% Engr. & Cont. | 985.50 |
| | | | Total | $10,840.50 |

Length of Roadway .473 mile
Cost per mile $22,917.54

(Sta. 4+00 to 131+00) (24' Roadway)

| | | | | |
|---|---|---|---|---|
| 150 | cu. yds. | Structural Excavation, Unclassified | $ 2.00 | $ 300.00 |
| 240 | cu. yds. | General Excavation, Unclassified | .50 | 120.00 |
| 80 | lin. ft. | 12" Concrete Pipe | 1.50 | 120.00 |
| 100 | lin. ft. | 18" Concrete Pipe | 2.75 | 275.00 |
| 30 | lin. ft. | 24" Concrete Pipe | 4.50 | 135.00 |
| 70 | lin. ft. | 30" Concrete Pipe | 6.00 | 420.00 |
| 250 | lin. ft. | 36" Concrete Pipe | 8.00 | 2,000.00 |
| All Required | | Removal of Concrete Bridges (70%) | | 800.00 |
| 44 | lin. ft. | Salvaging Culvert Pipe | 2.00 | 88.00 |
| 15,500 | cu. yds. | Selected Roadbed Topping | 1.40 | 21,700.00 |
| 3,000 | cu. yds. | 3/4" - 0" Material in Base and Surfacing | 3.00 | 9,000.00 |

|  |  |  |  |  |
|---|---|---|---|---|
| 400 | M-gals. | Sprinkling | $ 2.00 | $ 800.00 |
|  |  | Subtotal |  | $35,318.00 |
|  |  | 10% Engr. & Cont. |  | 3,531.80 |
|  |  | Total |  | $38,849.80 |

Length of Roadway 2.408 miles
Cost per mile $16,133.63

(Sta. 131+00 to 215+00)(12' Roadway)

|  |  |  |  |  |
|---|---|---|---|---|
| All Required |  | Clearing and Grubbing (30%) |  | $ 1,500.00 |
| 80 | cu. yds. | Structural Excavation, Unclassified | $ 2.50 | 200.00 |
| 6,000 | cu. yds. | General Excavation, Unclassified | .50 | 3,000.00 |
| 33,000 | yd. stas. | Short Overhaul | .02 | 660.00 |
| 600 | C-yd. stas. | Long Overhaul | .40 | 240.00 |
| 8 | sta. | Grader Work | 18.00 | 144.00 |
| 20 | lin. ft. | 12" Concrete Pipe | 1.50 | 30.00 |
| 220 | lin. ft. | 18" Concrete Pipe | 2.75 | 605.00 |
| 40 | lin. ft. | 24" Concrete Pipe | 4.50 | 180.00 |
| 360 | lin. ft. | 36" Concrete Pipe | 8.00 | 2,880.00 |
| 7,000 | cu. yds. | Selected Roadbed Topping | 1.40 | 9,800.00 |
| 1,250 | cu. yds. | 3/4" - 0" Material in Base and Surfacing | 3.00 | 3,750.00 |
| 3,000 | M-gals. | Sprinkling | 2.00 | 600.00 |
|  |  | Subtotal |  | $23,589.00 |
|  |  | 10% Engr. & Cont. |  | 2,358.90 |
|  |  | Total |  | $25,947.90 |

Length of Roadway 1.590 miles
Cost per mile $16,319.43

(Sta. 215+00 to 421+00)(12' Roadway)

|  |  |  |  |  |
|---|---|---|---|---|
| All Required |  | Clearing and Grubbing (70%) |  | $ 3,500.00 |
| 20 | cu. yds. | Structural Excavation, Unclassified | $ 2.50 | 50.00 |
| 6,760 | cu. yds. | General Excavation, Unclassified | .50 | 3,380.00 |
| 4,000 | yd. stas. | Short Overhaul | .02 | 80.00 |
| 182 | sta. | Grader Work | 18.00 | 3,276.00 |
| 20 | lin. ft. | 12" Concrete Pipe | 1.50 | 30.00 |
| 160 | lin. ft. | 18" Concrete Pipe | 2.75 | 440.00 |
|  |  | Subtotal |  | $10,756.00 |
|  |  | 10% Engr. & Cont. |  | 1,075.60 |
|  |  | Total |  | $11,831.60 |

Length of Roadway 3.897 miles
Cost per mile $3,036.07

__Bridge__ (__Sta. 94+85__)

| | | | |
|---|---|---|---|
| 80 cu. yds. | Structural Excavation, Unclassified | $ 2.50 | $ 200.00 |
| All Required | Removal of Bridges (30%) | | 120.00 |
| 40 cu. yds. | Class "A" Concrete | 38.00 | 1,520.00 |
| 7,000 lbs. | Metal Reinforcement | .08 | 560.00 |
| | | Subtotal | $ 2,400.00 |
| | | 10% Engr. & Cont. | 240.00 |
| | | Total | $ 2,640.00 |

Length .005 mile

Summary of Costs:

| | | |
|---|---|---|
| Preliminary Engineering | $ 2,500.00 | — * |
| Lands, Rights of Way, Etc. | 500.00 | — * |
| Sta. 478+00 to 4+00 | 10,840.50* | |
| Sta. 4+00 to 131+00 | 38,849.80* | |
| Sta. 131+00 to 215+00 | 25,947.90 | |
| Sta. 215+00 to 471+00 | 11,831.60 | |
| Structure | 2,640.00 | * |
| | $93,109.80 | |

70—

*Basis of Cooperation: Government 62.5%, State 37.5%
All other units, Government 100%

# CRATER LAKE-FT. KLAMATH TIMBER ACCESS ROAD

## PROJECT NO. DA-RM 92 (1)

While negotiations for rights of way are in progress, one parcel has not been acquired, nor has the right to occupy and use this parcel been secured, but it is now believed that all necessary rights of way can be made fully available within eight days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

May 7, 1945

Oregon State Highway Department

Federal Access Road
Project No. DA-RM 92 (1)

## CRATER LAKE-FORT KLAMATH ACCESS ROAD PROJECT

## IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 7, 1945

| | | | |
|---|---|---|---|
| All Required | Preliminary Engineering | | $ 2,900.00 |
| All Required | Lands, Rights of Way, Easements, Etc. | | 900.00 |

(Sta. 476+00 to 497+02.8 = 0+00 to 4+00)(24' Roadway)

| | | | |
|---|---|---|---|
| 3,500 cu. yds. | Selected Roadbed Topping | $ 1.25 | $ 4,375.00 |
| 650 cu. yds. | 3/4" - 0" Materials in Base and Surfacing | 3.00 | 1,950.00 |
| 30 M-gals. | Sprinkling | 2.00 | 60.00 |
| 370 cu. yds. | Furnishing and Placing Mineral Aggregate | 4.50 | 1,665.00 |
| 30 tons | Furnishing and Placing 151-200 Asphalt | 40.00 | 1,200.00 |
| | | Subtotal | $ 9,330.00 |
| | | 10% Engr. & Cont. | 933.00 |
| | | Total | $10,263.00 |
| | Length of Roadway | .475 mile | |
| | Cost per mile | $21,597.67 | |

(Sta. 4+00 to 131+00)(24' Roadway)

| | | | |
|---|---|---|---|
| 170 cu. yds. | Structural Excavation, Unclassified | $ 2.50 | $ 425.00 |
| 240 cu. yds. | General Excavation, Unclassified | .50 | 120.00 |
| 80 lin. ft. | 12" Concrete Pipe | 1.50 | 120.00 |
| 140 lin. ft. | 18" Concrete Pipe | 2.75 | 385.00 |
| 30 lin. ft. | 24" Concrete Pipe | 4.50 | 135.00 |
| 140 lin. ft. | 30" Concrete Pipe | 5.50 | 770.00 |
| 140 lin. ft. | 36" Concrete Pipe | 7.00 | 980.00 |
| All Required | Removal of Concrete Bridges | | 400.00 |
| 34 cu. yds. | Class "A" Concrete | 38.00 | 1,292.00 |
| 5,600 lbs. | Metal Reinforcement | .07 | 392.00 |
| 14,600 cu. yds. | Selected Roadbed Topping | 1.25 | 18,250.00 |

| | | | | |
|---|---|---|---|---|
| 3,000 | cu. yds. | 3/4" - 0" Material in Base and Surfacing | $ 3.00 | $ 9,000.00 |
| 400 | M-gals. | Sprinkling | 2.00 | 800.00 |
| | | Subtotal | | $33,069.00 |
| | | 10% Engr. & Cont. | | 3,306.90 |
| | | Total | | $36,375.90 |

Length of Roadway 2.405 miles
Cost per mile $15,125.11

**(Sta. 131+00 to 213+50)(12' Roadway)**

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 900.00 |
| 80 | cu. yds. | Structural Excavation, Unclassified | $ 2.50 | 200.00 |
| 6,660 | cu. yds. | General Excavation, Unclassified | .50 | 3,330.00 |
| 34,600 | yd. stas. | Short Overhaul | .02 | 692.00 |
| 670 | C-yd. stas. | Long Overhaul | .40 | 268.00 |
| 220 | lin. ft. | 18" Concrete Pipe | 2.75 | 605.00 |
| 40 | lin. ft. | 24" Concrete Pipe | 4.50 | 180.00 |
| 360 | lin. ft. | 36" Concrete Pipe | 7.00 | 2,520.00 |
| 400 | rods | Woven Wire Stock Fence | 4.00 | 1,600.00 |
| 6,900 | cu. yds. | Selected Roadbed Topping | 1.25 | 8,625.00 |
| 1,150 | cu. yds. | 3/4" - 0" Material in Base and Surfacing | 3.00 | 3,450.00 |
| 300 | M-gals. | Sprinkling | 2.00 | 600.00 |
| | | Subtotal | | $22,970.00 |
| | | 10% Engr. & Cont. | | 2,297.00 |
| | | Total | | $25,267.00 |

Length of Roadway 1.563 miles
Cost per mile $16,165.70

**(Sta. 213+50 to 414+70)(12' Roadway)**

| | | | | |
|---|---|---|---|---|
| 210 | stations | Grader Work | $18.00 | $ 3,780.00 |
| | | Subtotal | | $ 3,780.00 |
| | | 10% Engr. & Cont. | | 378.00 |
| | | Total | | $ 4,158.00 |

| | |
|---|---|
| Length of Roadway | 3.806 miles |
| Length of Bridge (Exception) | .004 mile |
| Total Length | 3.810 miles |
| Cost per mile, Roadway | $1,092.48 |

# SUMMARY OF FUNDS

| Item | Total Cost | Federal Access Road Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 2,500.00 | $ 2,500.00 | $ - - |
| Lands, Rights of Way, Easements, Etc. | 900.00 | 900.00 | - - |
| Construction: | | | |
| (Sta. 476+00 to 4+00) | 10,263.00 | 6,414.00 | 3,849.00 |
| (Sta. 4+00 to 131+00) | 36,375.90 | 22,735.00 | 13,640.90 |
| (Sta. 131+00 to 213+50) | 25,267.00 | 25,267.00 | - - |
| (Sta. 213+50 to 414+70) | 4,158.00 | 4,158.00 | - - |
| | $79,463.90 | $61,974.00 | $17,489.90 |

PR 46

**Crater Lake-Fort Klamath Timber Access Road**

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 2 Sheets

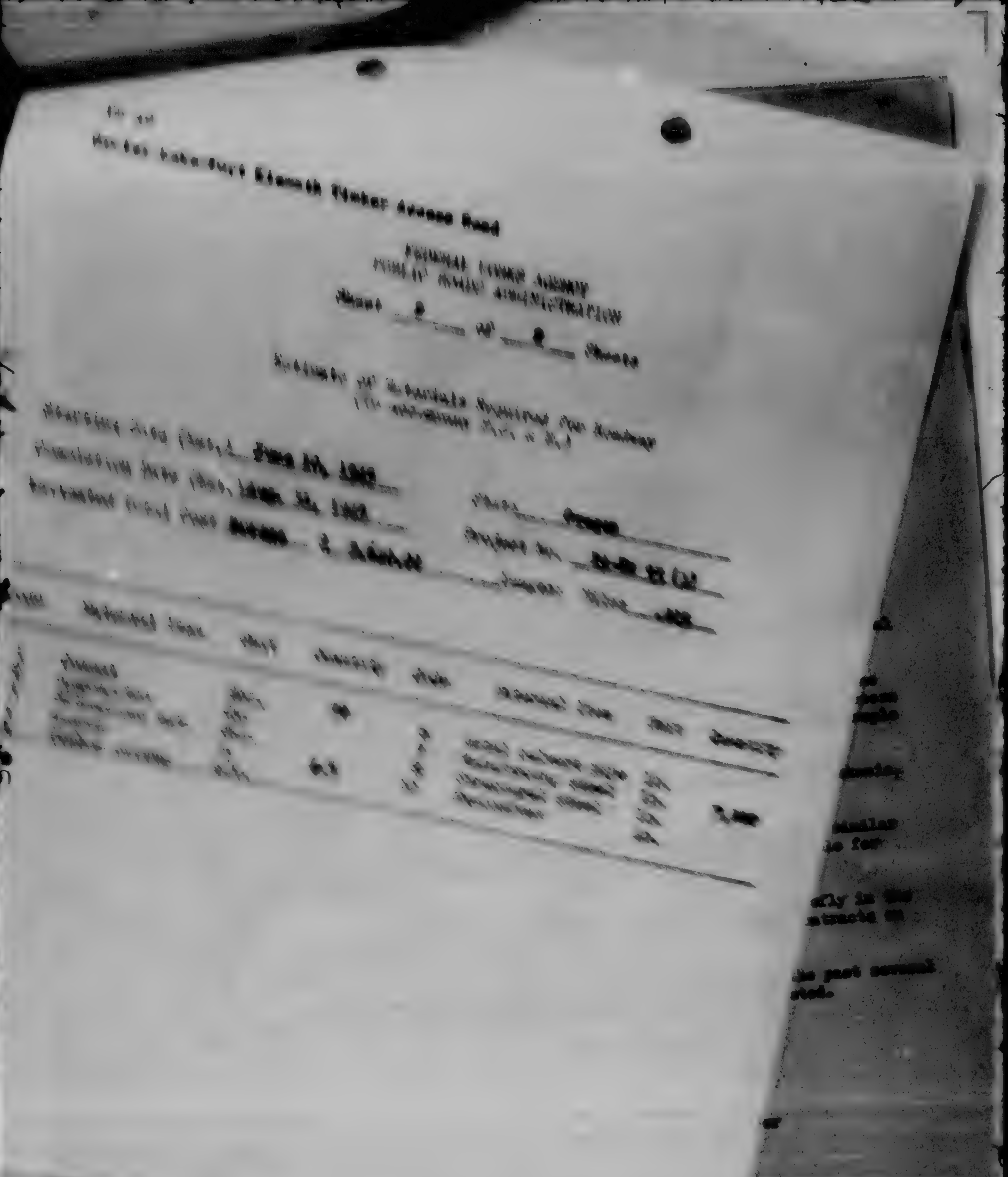
Estimate of Materials Required for Roadway
(To accompany P.S. & E.)

Starting Date (Est.) June 10, 1945 State Oregon

Completion Date (Est.) Aug. 31, 1945 Project No. DA-[illegible] 93 (1)

Estimated Total Cost Roadway $ 87,469.80 Length: Miles 8.360

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 140 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 5,000 |
| 3 | Bituminous mat. | Gal. | 76,000 | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | | | | | |



PR 46

**Crater Lake-Fort Klamath Timber Access Road**

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 10, 1945

State Oregon

Completion Date (Est.) Aug. 31, 1945

Project No. DA-[illegible] 93 (1)

Estimated Total Cost Bridge $ 2,640.00

Length: Miles .005

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 70 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 7,000 |
| 3 | Bituminous mat. | Gal. | | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | 4.5 | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | | | | | |

RECEIVED
[illegible] 9 -1945
FOR FILING

DA-RM 92 (1)

July 2, 1945

Mr. R. W. Lohman
District Production Service Manager
War Production Board
815 Bedell Building
Portland 4, Oregon

Dear Sir:

In reply to your letter of June 28 with reference to an application from the Halverson Construction Company for War Production Board approval to purchase a 3/4 cubic yard shovel.

The Halverson Construction Company are the sub-contractors on one Oregon State Highway Contract No. 2735, Crater Lake-Fort Klamath Timber Access Road, for the removal of a concrete bridge and the construction of a quadruple 6' x 4' concrete box culvert.

Contract W35-026- Eng 1348, Beaver Ammunition Terminal, Clatskanie, is an Army contract and not a State Highway contract.

Our contracts include a paragraph on equipment which reads similar to the one in your letter, and the contractors have equipment available for the project.

The Halverson Construction Company have been engaged chiefly in the construction of Army and Navy projects and have had only two sub-contracts on State Highway projects.

Shovels have been extremely difficult to procure for the past several years and these contractors undoubtedly do need the shovel requested.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:rb

RECEIVED
JUN 28 1945
FOR FILING

DA-RM 92(1)

M

June 27, 1945

REGISTERED MAIL

Mr. Lloyd Babler
4617 S. E. Milwaukie Ave.
Portland 2, Oregon

Dear Sir:

We are returning, herewith, your check No. 380, certified by The United States National Bank of Portland, Oregon, as No. 16447, in the amount of $4,000.00, which accompanied your bid on the Crater Lake-Fort Klamath Timber Access Road Project on Forest Service and County Roads and on two State Highways. Federal Access Road Project No. DA-RM 92 (1), submitted on May 29, 1945.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

gl
Encl.

cc: Mr. Crews
Mr. Shinn

RECORDED
Date 6/27/45
By

RECEIVED
JUL 1 - 1945
FOR FILING

DA-RM 92(1)

June 26, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is Order for Extra Work No. 2, covering the strengthening of existing timber bridge in connection with the Crater Lake-Fort Klamath Timber Access Road Project, DA-RM 92 (1).

This work classified as "extra work" on page 27 of the contract form under the heading "Strengthening Existing Timber Bridge."

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

RECEIVED
[illegible] 1-1945
FOR FILING

DA-RM 92(1)

June 26, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, are Extra Work Orders: No. 3 covering the salvaging and reconstruction of woven wire stock fence, and No. 4 covering the restringing of Forest Service telephone line on trees, in connection with the Crater Lake-Fort Klamath Timber Access Road Project, DA-RM 92 (1).

The work, covered in the above-mentioned orders, was discussed with the Forest Ranger and Mr. McMullen of your office and it was their opinion that the replacing of the Forest Service telephone line (taken down by the contractor to get it out of the way of clearing operations) from the edge of the private property to the Ranger Station, and the moving of the Forest Service stock fence to a location paralleling the new grade through the station grounds should be performed by the contractor and paid for as a part of the project.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

RECEIVED
JUN 16 1945
FOR FILING

DA-RM 92-1

June 16, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is Price Agreement No. 1 covering the extension of existing corrugated metal pipe with corrugated metal pipe rather than with concrete pipe as specified on the Crater Lake-Fort Klamath Timber Access Road Project, DA-RM 92 (1).

Tentative approval of this substitution of corrugated metal pipe for the specified concrete pipe was obtained from Mr. T. M. Davis of your office in telephone conversation of June 5.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

RECEIVED
JUN 14 1945
FOR FILING

DA-RM 92-1

June 14, 1945

Mr. Lloyd Babler
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Dear Sir:

We are sending you today, by express, a fully executed copy of Contract No. 2725, which was awarded to you on May 29, 1945, by the State Highway Commission, covering grading surfacing and oiling on the Crater Lake-Fort Klamath Timber Access Road Section in Klamath County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

contract sent by express 6-13-45
G. L.

RECEIVED
JUN 14 1945
FOR FILING

DA-RAA 92-1

June 14, 1945

General Casualty Company of America,
Dooly & Co., Agents,
Board of Trade Building
Portland 4, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of Contract No. 2735 which was awarded to Mr. Lloyd Bahler by the State Highway Commission on May 29, 1945, covering grading, surfacing and oiling on the Crater Lake-Fort Klamath Timber Access Road Section in Klamath County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

contract sent by express - 6-13-45
G. L.

RECEIVED
JUN 11 1945
FOR FILING

DA-RM 92-1

June 9, 1945

Mr. W. M. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval is Order for Extra Work No. 1, covering the salvaging and reconstruction of woven wire stock fence on the Crater Lake-Fort Klamath Timber Access Road Project, No. DA-RM 92 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dict. by J. Rhodes/GS

Encl.

RECEIVED
JUN 4 - 1945
FOR FILING

DA-RM 92(1)

June 1, 1945

Mr. Lloyd Bahler
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2735, which was awarded to you by the State Highway Commission on May 29, 1945, covering Crater Lake-Fort Klamath Timber Access Road Project on Forest Service and County Roads and on two State Highways, which requires 5 miles of grading, 4.4 miles of surfacing, and 0.45 miles of oiling; also 4 miles of light grader work, 6,900 cu. yds excavation, 155 cu. yds. concrete, 22,800 lbs. metal reinforcement, 26,000 cu. yds. selected road bed topping, 5,200 cu. yds. crushed rock and 34 tons liquid asphalt.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformity therewith.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG rmr

4 copies of contract sent by express 6/1/45
KMR

M

RECEIVED
JUL 19 1945
FOR FILING

DA-RM 92 (1)

May 31, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request of Mr. Davis, we are enclosing herewith copies of rights of way statements for Projects Nos. DA-RM 92 (1) and SN-U-A-FAP 176 (9).

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

Dictated by J. W. Nash/ER

[illegible]

PROJECT NO. [illegible]

All necessary rights of way have been secured for this project.

R. H. BALDOCK
State Highway Engineer

By

[illegible] H. Probert
Office Engineer

May [illegible], 1945

RECEIVED
JUN 5 - 1945
FOR FILING

DA-RM 92(1)

May 31, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request of Mr. Davis, we are enclosing herewith copies of rights of way statements for Projects Nos. DA-RM 92 (1) and [illegible]-FAP 176 (9).

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

Dictated by J. W. Nash/ER

RECEIVED
JUN 4 - 1945
FOR FILING

DA-RM92 (1)

May 31, 1945

Cont 2735

Babler Bros.
4627 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

The State Highway Commission on May 29, 1945, awarded you the contract for the Crater Lake-Fort Klamath Timber Access Road Project on Forest Service and County Roads and on two State Highways in Klamath County. This award was based on your low bid of $70,694.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

cc: S.H.Probert
G.S.Paxson

Thru error the name of Babler Bros. was given on the Tab. of Bids instead of Lloyd Babler, to whom the contract was awarded.

MTW

RECEIVED
JUN 4 - 1945
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

DA-RM 92-(1)

May 29, 1945

Cont. 2735

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon DA-RM 92(1), the Crater Lake-Fort Klamath Timber Access Road, to Babler Bros., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
Division Engineer

RECEIVED
MAY 31 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 29 1945
FOR FILING

DA-RM 92-1

May 25, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of May 22, 1945, the segregation of preliminary engineering and right of way costs for Units Nos. 2 and 3, for the Crater Lake-Fort Klamath Access Road Project, No. DA-RM 92 (1), is as follows:

| Item | Unit No. 2 | Unit No. 3 | Total |
|---|---|---|---|
| Preliminary Engineering | $1,650.00 | $850.00 | $2,500.00 |
| Rights of Way | - - | 500.00 | 500.00 |

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. W. Nash/ER

SN-U-A-FAP 176 (9) Jefferson Jct.Overcrossing
Pacific Highway East
#2736 1945

RECEIVED
JUL 7 1948
FOR FILING

SN-11-A FAP 171(9)

11-1-6

#613W

July 2, 1948

File EB-220-113
Oregon State Highway
Commission

Mr. Geo. Nelson
Auditor of Miscellaneous Accounts
Southern Pacific Co.
65 Market Street
San Francisco 5, California

Dear Sir:

Reference is made to your letter of June 26, regarding final payment to your company for services rendered in connection with the Jefferson Junction Highway overpass on the Pacific Highway north of Albany, Oregon.

We find that there is a retained percentage of $645.23 plus a final billing of $19.27, making a total of $664.50 as the total unpaid amount of your claim.

About April 1, a final voucher was submitted to the Public Roads Administration Auditor on this project. His approval of our claim against the Federal Government will include an audit and approval of your Company's claims. It is expected that the P.R.A. final audit will be completed this month. The release of all amounts due your Company will be made immediately after receipt of the P.R.A. approval.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

LEP:cw

**ASSIGNMENT** No. 613
WCW

DESCRIPTION: Letter from Geo. Nelson of Southern Pacific Company relative to forwarding of final bill collectible No. 409000 in the amount of $19.27.

DATE: June 30, 1948 ASSIGNED TO: S. N. Probert

☑ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date ________________

☐ ____________________________________

REPORT RECEIVED: 7-7-48-

REMARKS:

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pany:

on this
h, added to
they trace.

W.A.Reeves
auditors.

nal warrant on
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Referring further to our letter of February 12, 1948, relative our forwarding you on November 13, 1946, our final bill collectible No.409000, rendered in amount $19.27, for cost of labor and material furnished in connection with construction of the highway overpass between Millersburg and Jefferson, Oregon, Project No.SN-U-R-FAP-176(9), in accordance with the terms of contract audit No.67018, A of D No.25095, dated July 25, 1944.

We were informed by our Chief Engineer, Mr. E. E. Mayo, that two Federal Auditors from the San Francisco office of the Public Roads Administration visited him here in our San Francisco office, for the purpose of auditing final billing on the installation and flashing light signals at Reedsport and Grants Pass, Oregon, however, upon inquiry about the Jefferson Junction project, they claimed they had no knowledge of the final bill, which was forwarded in care of you at Salem, Oregon.

To date, we have not had a reply from you to our letter of February 12, 1948, neither have we received payment in amount $664.50, which is the amount of 10% withheld from each bill when making initial payment on our bills rendered relative this project.

Due to the length of time this balance has been outstanding in our accounts, we are desirous of clearing it at the earliest possible date, therefore, if we may please have your prompt reply and kind consideration in this matter, it will be appreciated.

Yours truly,

GEO. NELSON

By

L. E. Parsons: 316 S.O.BLDG

Concerning the attached inquiry from the S.P.Company:

The Jefferson Job is aggreement Number 309 and the last payment on this was voucher 1905 of 1947. The amount retained is $645.23 which, added to their final billing figure of $19.27 amounts to the $664.50 they trace.

J.P.Bartlett's note on their inquiry of Feb.12th indicates that W.A.Reeves had turned the final billing over to Jack Nash for the Federal auditors.

************

The Reedsport-Grants Pass job is one aggreement No. 310. The final warrant on this aggreement in the amount of $640.85 was adted June 8,1948.

Carl.

---

Referring further to our letter of February 12, 1948, relative our forwarding you on November 13, 1946, our final bill collectible No.409000, rendered in amount $19.27, for cost of labor and material furnished in connection with construction of the highway overpass between Millersburg and Jefferson, Oregon, Project No.SN-U-R-FAP-176(9), in accordance with the terms of contract audit No.67018, A of D No.25095, dated July 25, 1944.

We were informed by our Chief Engineer, Mr. E. E. Mayo, that two Federal Auditors from the San Francisco office of the Public Roads Administration visited him here in our San Francisco office, for the purpose of auditing final billing on the installation and flashing light signals at Reedsport and Grants Pass, Oregon, however, upon inquiry about the Jefferson Junction project, they claimed they had no knowledge of the final bill, which was forwarded in care of you at Salem, Oregon.

To date, we have not had a reply from you to our letter of February 12, 1948, neither have we received payment in amount $664.50, which is the amount of 10% withheld from each bill when making initial payment on our bills rendered relative this project.

Due to the length of time this balance has been outstanding in our accounts, we are desirous of clearing it at the earliest possible date, therefore, if we may please have your prompt reply and kind consideration in this matter, it will be appreciated.

Yours truly,

GEO. NELSON

By

Southern Pacific Company

ek

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

R. V. COLE
AUDITOR OF DISBURSEMENTS
H. R. GROTH
AUDITOR OF EQUIPMENT SERVICE ACCOUNTS
GEO. NELSON
AUDITOR OF MISCELLANEOUS ACCOUNTS
J. A. QUINN,
AUDITOR OF PAY ROLL ACCOUNTS

P. J. KENDALL
GENERAL AUDITOR
U. E. NORDEEN
H. C. McCLEER
L. J. MASSON
ASSISTANT GENERAL AUDITORS

P. H. TODD
AUDITOR OF FREIGHT ACCOUNTS
S. S. WEMETT
AUDITOR OF CAPITAL EXPENDITURES
W. W. WILLSON
AUDITOR OF PASSENGER ACCOUNTS

IN REPLY PLEASE REFER TO

EB-220-113-
State of
Oregon
Highway
Commission

JUN 26 1948

State of Oregon
c/o Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Gentlemen:

Referring further to our letter of February 12, 1948, relative our forwarding you on November 13, 1946, our final bill collectible No.409000, rendered in amount $19.27, for cost of labor and material furnished in connection with construction of the highway overpass between Millersburg and Jefferson, Oregon, Project No.SN-U-R-FAP-176(9), in accordance with the terms of contract audit No.67018, A of D No.25095, dated July 25, 1944.

We were informed by our Chief Engineer, Mr. E. E. Mayo, that two Federal Auditors from the San Francisco office of the Public Roads Administration visited him here in our San Francisco office, for the purpose of auditing final billing on the installation and flashing light signals at Reedsport and Grants Pass, Oregon, however, upon inquiry about the Jefferson Junction project, they claimed they had no knowledge of the final bill, which was forwarded in care of you at Salem, Oregon.

To date, we have not had a reply from you to our letter of February 12, 1948, neither have we received payment in amount $664.50, which is the amount of 10% withheld from each bill when making initial payment on our bills rendered relative this project.

Due to the length of time this balance has been outstanding in our accounts, we are desirous of clearing it at the earliest possible date, therefore, if we may please have your prompt reply and kind consideration in this matter, it will be appreciated.

Yours truly,

GEO. NELSON

By

RECEIVED
JAN 15 1948
FOR FILING

176 (7)

Salem, Oregon
January 12, 1948

Mr. G. S. Paxson
Office

Attention: Mr. C. L. Gardiner

Dear Sir:

This letter is in reply to your phone call of this morning requesting a statement that the Commission had approved the claim of G. J. Montag and Sons for additional payment in connection with their contract No. 2736.

For your information the claim was approved by the Commission on December 29, 1947, and signed on December 30, 1947, for the amount of $10,022.83.

Yours very truly,

Secretary

FAQ:dr

RECEIVED
JAN 12 1948
FOR FILING

176 (9)

2736

Salem, Oregon
January 7, 1948

Mr. W. A. Reeves
Office

Dear Mr. Reeves:

In reply to your phone request of yesterday regarding the Commission's approval of claim of C. J. Montag and Sons, this claim in the amount of $10,022.83 was presented to the Commission for approval on December 29, and approved by them in the amount stated above.

The claim was in connection with contract No. 2736, Santiam River Bridge.

Yours very truly,

Acting Secretary

FAQ:dr

NOTED
H. B. GLAISYER

1-6-48
4:50 p.m.

Reeves wants letter stating the Commission approved payment of claim of C. J. Montag & Sons for $10,022.83 - Santiam River Bridge Project for his file. (Item 4-b Dec. 29 and 30, 1947)

RECEIVED
DEC 17 1947
FOR FILING

176(9)

2736

December 16, 1947

Oregon State Highway Commission

Gentlemen:

C. J. Montag and Sons have presented a claim for additional payment in connection with their contract No. 2736, Santiam River Bridge.

Our contract indicated that the net quantity of concrete was 3,818 yards with a contingency of 282, making a total of 4,100 for the bid quantity. Upon completion of the project it was found that the actual yardage of concrete was 3,565.49, which is 252.51 yards less than the estimated net quantity.

For structural steel the estimated net quantity was 1,820,000 pounds with a contingency allowance of 80,000 pounds, making a bid quantity total of 1,900,000. The actual amount incorporated in the construction was 1,705,732 pounds which is 114,268 pounds under the estimated net quantity.

The Contractor contends that in placing his bid he was justified in assuming the net quantities to be approximately correct and his estimates for the construction of falsework, forms and labor cost of stripping the forms and finishing the concrete were based on the net quantities shown. By reason of the underrun he claims a loss of $23.81 per cubic yard for concrete on the 252.5 cubic yard underrun which totals $6,012.02. For the structural steel he claims a loss of $0.0351 per pound for 114,268 pounds which totals $4,010.81. These two sums total $10,022.83.

The Contractor's contention has been carefully checked and it is my opinion that his claim is merited on the basis that this underrun of net quantities is considerably more than is ordinarily anticipated. We further find that if the total net quantities, as called for, had been placed, the Contractor's loss on the contract would have been reduced by the amount he claims. The total amount paid the Contractor for work shown on the bidding plans was $45,887.70 less than the amount of his bid.

The details of the claim are set forth in the form of an agreement which will be presented to you for your consideration at the next Commission meeting. I recommend that the Contractor's claim, in the amount of $16,022.83, be approved.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW/ds

cc - W. C. Williams
H. G. Smith

RECEIVED
AUG 31 1946
FOR FILING

176 (9)

August 29, 1946

2736

Lamping & Company
Spalding Building
Portland 4, Oregon

Gentlemen:

Reference is made to your letter of the twenty-third regarding a contract, No. 2736, issued in favor of Lindstrom Brothers to cover the construction of Jefferson Junction Overcrossing on the Pacific Highway in Linn County.

This contract has been completed and also accepted by the Commission on June 26, 1946. The total contract amount was $61,872.04.

Yours very truly
OREGON STATE HIGHWAY COMMISSION

Secretary

RS:md

2736

*Pd.
61,872.04

Final est.
5,275.42

June 15 1946

PANY

G

Oregon State Highway Commission
Salem, Oregon

Re: Contract - Lindstrom Brothers
Jefferson Junction Overcrossing on Pacific Highway East, Linn County, Oregon

Gentlemen:

The Railroad Protective Property Damage insurance policy written in connection with the above captioned contract requires an adjustment of the premium based upon the total contract price paid to the contractor.

In order that this adjustment may be accomplished, we shall appreciate your advices as to the total amount paid.

Thanking you for your assistance, we are

Yours very truly,
LAMPING & COMPANY

By

JSL:rm

RECEIVED
AUG 24 1946
OREGON
STATE HIGHWAY COMMISSION

2m

[illegible] & COMPANY
[illegible]
[illegible]
[illegible]

August 19, 1946

Oregon State Highway Commission
Salem, Oregon

Re: Contract - Lindstrom Brothers
[illegible] on Pacific High
Way East, [illegible] County, Oregon

Gentlemen:

The Railroad Protective Property Damage Insurance policy written in connection with the above [illegible] contract [illegible] adjustment of the premium based upon the total contract price paid to the contractor.

In order that this adjustment may be accomplished, we shall appreciate your advices as to the total amount paid.

Thanking you for your assistance in the [illegible]

Yours very truly,
[illegible] & COMPANY

[illegible]

RECEIVED
AUG 21 1946
STATE HIGHWAY COMMISSION

STANDARD ACCIDENT INSURANCE COMPANY

FORM E-50

RECEIVED FOR FILING

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

176-9

SUBJECT: Request for release of warrants on final estimates.

To:

Mr. H. B. Glaisyer
O-f-f-i-c-e

|  | Vou. # | Cont. # | Est. # | Name | Am't. | Wt. # | Note |
|---|---|---|---|---|---|---|---|
| 1. | 10182 | 2736 | 12 Final | Lindstrom Bros. | 5.275.42 | 292752 |  |
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| 11. |  |  |  |  |  |  |  |
| 12. |  |  |  |  |  |  |  |

Mr. Glaisyer:
Your acceptance notice is on file in our office for this contract.

ACCOUNTING DIVISION

By ______________
Bookkeeping Dept.

NOTED ON CARD

8-2-46 gl

Approved HBGlaisyer
Secretary

5

RECEIVED
JUL 1 2 1946
FOR FILING

176 (9)

July 11, 1946

Continental Casualty Company,
C. A. Tomassene, Agent
Wilcox Bldg.
Portland 4, Oregon

Dear Sir:

You are hereby notified that state highway contract No. 2736 for work on the Jefferson Junction Overcrossing on the Pacific Highway East, in Linn County, has been completed by the contractor, Lindstrom Bros., and that final payment in the amount of $5,275.42 will be made on or after July 22,1946.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $61,872.04, of which amount $2,889.09 represents the amount of force account items. This contract was completed on June 15, 1946 and accepted by the Commission on June 26, 1946.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD

7-11-46, gl

RECEIVED
JUL [illegible]
FOR FILING

176 (9)

July 2, 1946

Lindstrom Bros.
0240 S.W. Palatine Hill Rd.
Portland 1, Oregon

Gentlemen:

The State Highway Commission, at it's meeting on June 26, 1946, granted you the extension of time requested, from May 15 to June 15, 1946, without penalty, in connection with contract No. 2736 covering the Jefferson Junction Overcrossing on the Pacific Highway East.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

cc: F. D. Eason

RECEIVED
APR 18 1946
FOR FILING

176-9

April 15, 1946

Lindstrom Bros.
0240 S. W. Palatine Hill Road
Portland 1, Oregon

Gentlemen:

The State Highway Commission, at its meeting on April 4, 1946, granted you the extension of time requested, from March 31, 1946 to May 15, 1946, without penalty, in connection with contract No. 2736 for the Jefferson Junction Overcrossing on the Pacific Highway East, in Linn County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

cc: T. M. Davis,
District Engineer

RECEIVED
SEP 18 1945
FOR FILING

176-9

#2736

September 17, 1945
Salem, Oregon

Mr. J. M. Devers

C f files

Dear Sir:

We are handing you, herewith, four fully executed copies of the agreement between the State Highway Commission and the Western Union Telegraph Company, covering certain changes in their line near Jefferson.

One fully executed copy of this agreement has been retained by Mr. Glaisyer for the Commission files and the copies mentioned above are being referred to you for distribution.

Very truly yours,

C. B. McCullough
Ass't. State Highway Engineer

JM:rb
Att.

**OREGON STATE HIGHWAY COMMISSION**
**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
Sept. 14, 1945

**SUBJECT:**

**To:** Mr. C. B. McCullough
Asst. State Highway Engineer

Building

Dear Sir:

I am returning to you herewith, for further handling, four fully executed copies of an Agreement between the Highway Commission and The Western Union Telegraph Company covering pole line changes, near Jefferson.

I have retained the original for the Commission's records and files.

Very truly yours

Secretary

gl
Encls.

OR FILING

176 - 9

Overcrossing

July 25, 1945

Mr. G. P. Norton
Plant Superintendent
Western Union Telegraph Company
40 Geary Street
San Francisco, California

Dear Sir:

Mr. L. M. Stephens, your Maintenance Foreman, called at the office of our Bridge Engineer on July 24 in regard to the temporary removal and later replacement of certain poles belonging to your company at the site of our highway bridge structure overcrossing the Southern Pacific Railroad north of Albany, Oregon.

Mr. Stephens conferred with Mr. W. A. Reeves, and Mr. Reeves informed him that it would be necessary to have a written agreement covering this matter, whereupon Mr. Stephens informed us that such an agreement should be forwarded to your office for execution.

In accordance with this understanding, we have had our Chief Counsel, Mr. J. M. Devers, prepare an instrument of agreement and are sending five copies of said agreement to you herewith. You will note that under the terms of this agreement we agree to make you whole on account of any expense involved in the taking down of your present line; the carrying of it during construction in parkway cable; and its later replacement on poles after the structure is completed.

If this agreement is satisfactory to you, we would be very glad if you would sign it, and we will forward it to the Highway Commission for formal execution.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:oj
Encls.
cc: Bridge Department

[illegible] Foreman
of Western Union was
in today re work on their
line at Jeff Jct. Crossing.
I told him that there
would have to be a written
agreement and he stated
that this matter should
be handled thru their
San Francisco Office.

C. P. Norton
Plant Supt. Western Union Telegraph Co.
49 Geary St.
San Francisco.

His estimate of cost is
$420.00. The work will consist
of (1) taking down 2-150 foot
spans and one pole. 2. Placing
wires in about 300 ft
of parkway cable. over

WAY COMMISSION

ORRESPONDENCE

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to Mr. Paxson. He then can
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ntify the poles involved by
ot have the station numbers so

Yours very truly,

F. M. Devers
F. M. DEVERS

REFERRED TO
G. S. Paxson
By Asst. State Highway Engineer

RECEIVED
JUL 25 1945
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

7-24-41

Mr. Stephens, Maint foreman for Western Union was in today re work on their line at Jeff Jct Crossing.

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WAY COMMISSION

ORRESPONDENCE

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F.M. Devers
F. M. DEVERS

REFERRED TO
G.S. Paxson
By Asst. State Highway Engineer

RECEIVED
JUL 25 1945
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

FORM E-90 25M 4-45

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1945

SUBJECT:

To: Mr. C. B. McCullough,
Office.

Dear Sir:

Attached you will find five copies of a little agreement I have prepared at the request of Mr. Paxson.

I understand that a representative of the Company is to be in the office Tuesday conferring with Mr. Paxson, so I suggest that these papers be sent to Mr. Paxson. He then can discuss them with the Company's representative tomorrow.

I have attempted to identify the poles involved by station numbers. However, I do not have the station numbers so they should be supplied.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW
Enc.

REFERRED TO
G.S. Paxson
By Asst. State Highway Engineer

RECEIVED
JUL 25 1945
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED

FORM 2-90 20M 8-44

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

FAP 176 (9)

Overcrossing

Salem, Oregon
July 21, 1945

SUBJECT:

To:

Mr. C. B. McCullough
Assistant State Highway Engineer
Office

NOTED
Asst. State Highway Engineer
7-21

Dear Sir:

At the Jefferson Junction Overcrossing on the Pacific Highway in Linn County, it will be necessary for the Western Union Telegraph Company to take down the telegraph and telephone lines which are now on poles paralleling the Southern Pacific Company's right of way. These lines should be removed from the poles and carried in park way cables during the building of our structure. At the completion of the construction work the lines should be taken out of park way cable and replaced on the present poles. This work should be done by the Western Union Company's line crews.

The wires in question are a part of the old Postal Telegraph Company system, and the rearrangement is not covered in the agreement which we have with the Southern Pacific Company. This agreement does, however, cover the Western Union lines now on railroad right of way.

I would suggest that Mr. Devers draw up an agreement so that the reimbursement of the Western Union Company for their expenditures in making these arrangements can be properly covered.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP GM
cc J. M. Devers

agreement prepared by Mr Devers 7-23-45

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 16, 1945

RECEIVED
JUL 17 1945
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

To: SUBJECT:

Mr. C. B. McCullough,
Office.

Dear Mr. McCullough:

I have read the copy of Mr. Paxson's letter to you and your communication to me relative to the acquisition by the Western Union of properties of the Postal Telegraph Company, and I note the question raised with respect to the rights of the Postal Telegraph Company on railroad property and on private property.

It appears from statements made that the Western Union occupies railroad right of way under some express agreement between the Western Union and the railroad company, and that by virtue of such agreement when highway construction and railroad construction are jointly involved and Western Union facilities are disturbed, the State deals with the railroad company and the railroad company then protects the Western Union.

It seems to me that when the Western Union becomes the owner of the Postal Telegraph Company's properties, then whatever arrangement is made between the Western Union and the railroad company involving occupancy of railroad right of way will include Postal facilities as well as Western Union facilities, and regardless of the fact that prior to the change in ownership the Postal's rights might be in question, any such question it seems to me will be disposed of by virtue of the change in ownership. At least the State could not question them. If the Postal Company has been occupying private property without formal agreement but by sufferance only and the State were to purchase from the fee owner the land occupied by the Postal Company, the State could not question the Postal's rights. Such challenge could be raised only by the fee owner in my opinion. If the Postal's facilities occupy land which the State acquires, the State in my opinion has constructive notice and should discuss and dispose of the Postal's rights at the time negotiations are conducted with the fee owner.

The right of way men will be instructed to get all of the facts when dealing with a property owner on whose land Postal's facilities have been installed and the right of way men will also be instructed to discuss with the owner the question of the removal or reinstallation of the facilities. In other words, they will be instructed to ascertain whose will be the responsibility and on whom will fall the cost.

Yours very truly,

JM Devers

J. M. DEVERS

JMD:PW

RECEIVED
SEP 11 1945
FOR FILING

176-9

#2736

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1945

SUBJECT: Signal Device at
Jefferson Junction O'Xing

To:
Mr. C. B. McCullough
Assistant State Highway Engineer
Office

Dear Sir:

I am returning your copy of a letter from the Public Roads Administration concerning cooperation by the Federal government in the cost of this signal installation. We have advised the railroad that this is one of their reimbursable costs on this project as a part of their flagging service. The Federal rules require that we write our specifications in such a way that the contractor pays the railroad company for all flagging and watchmen service, under the presumption that he will include these items in his bid. As you remember, we had so much trouble at the Davies Overcrossing project that the Highway Commission directed us to pay the railroad company direct and not through the contractor. Under this procedure, however, the Federal government does not participate in this portion of the railroad costs. It is evident that this is what Mr. Davis has in mind.

Very truly yours,

G S Paxson
G. S. Paxson
Bridge Engineer

GSP GM
Attached

NOTED
G. - McCullough

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

NOTED
G.S. PAXSON

September 5, 1945

REFERRED TO
Paxson
By Asst. State Highway Engineer

I would like to discuss this with you.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of an informational copy of Mr. McCullough's letter of September 4 to the Southern Pacific Company relative to the installation of a protective device at the Jefferson Junction Overcrossing. It is our understanding this is at State expense and does not involve Federal funds.

The receipt of the information is very much appreciated.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
SEP 6 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP - 6 1945
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Copy sent to [illegible]

minutes 8/30/45 –
item (4a)

RECEIVED
OCT 10 1945
FOR FILING

176-9

September 4, 1945

Southern Pacific Company
Union Station
Portland 9, Oregon

Attention: Mr. L. P. Hopkins

Gentlemen:

Re: Jefferson Junction Overcrossing
Your File: GMD - 26528

The State Highway Commission, having been advised of the hazard to workmen which exists at the Jefferson Junction Overcrossing project, has authorized the installation, at state expense, of a crossing protection device which is to include both visual and audible warning of approaching trains from a distance of approximately 2½ miles in either direction. The device estimated in your letter of July 28, 1945, will be satisfactory.

The hazard at this project is occasioned by the volume of railroad traffic, the railroad alignment which restricts sight distance to approximately 650 feet in either direction, and the operation of railroad traffic through the work without a slow order.

It is requested that you install this device as soon as possible, billing the cost thereof to the state as a part of the reimbursable railroad cost governed by the terms of the federal government's General Administrative Memorandum No. 39 and subsequent amendments thereto.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

GSP GM
cc Public Roads Administration
G. S. Paxson
J. T. Skelton

RECEIVED
AUG 28 1945
FOR FILING

176-9

#2736

Salem, Oregon
August 24, 1945

Mr. R. H. Baldock

I am transmitting herewith report from Mr. Paxson covering the matter of warning signals at Jefferson Junction overcrossing.

It is my recommendation that the cost of this installation (approximately $700) be absorbed by the State as a special adjustment.

I base the above recommendation on the premise that it is not such an item of cost as could reasonably have been within the contemplation of the bidder when he made his bid, or when he signed the contract. I believe that the recommendation of the Industrial Accident Commission is sound, and that the installation which they request is necessary for the protection of the workmen. It is, however, a situation which developed after the job started, and one which no one could ordinarily have foreseen.

Legally, I presume that we could get out of paying this extra claim, but as a matter of equity and justice it seems to me that it is an item of cost which we should absorb.

C. B. McCullough
Assistant State Highway Engineer

CBM:ej
Attach.

FORM E-30 25M 4-45

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1945

SUBJECT: Warning Signals at Jefferson Junction O'Xing

To:

Mr. C. B. McCullough
Assistant State Highway Engineer
Office

Dear Sir:

Some time ago Mr. McBee of the Safety Division of the Industrial Accident Commission inspected the Jefferson Junction Overcrossing project. Because of the fact that the railroad tracks are on a curve at this point restricting the sight distance to about 650 feet in each direction and because of the large number of trains and fast traffic, he has ordered the contractors to install a visual and audible signal to warn workmen of approaching trains. This signal is to be hooked into the railroad block signal system and will be similar to the older type of grade crossing signals. The contractors have taken up this matter with the railroad company, who advise that the cost of installation will be approximately $800, with an estimated salvage of $200 and a labor cost for removal of $100, making a net estimated cost of $700.

I am attaching hereto a copy of a letter from Lindstrom Bros. asking that the State bear the cost of this signal installation. In Article 1.7.18 of the general specifications which are a part of the contract for this project, it states that "the contractor shall accept the terms of the Workmen's Compensation Act of the State of Oregon and shall carry on his work under the provision of that law." A strict interpretation of the contract might make the cost of this signal installation an obligation of the contractor since it has been ordered in by the State Industrial Accident Commission. I am also attaching a copy of another letter from Lindstrom Bros. apparently written since they received the reply from the Southern Pacific Company.

The special provisions which are also a part of this contract state that: "The railroad company and/or telegraph company will furnish, at the expense of the State, such flagmen and watchman services as they may deem necessary for the protection of their operations and property during the construction of the overhead crossing."

August 21, 1945

The contractors point out that never in their experience has such a signal installation been deemed necessary and that the cost for such an installation was not included in any of the cost figures upon which they based their bid, and that the paragraph of the special provisions above quoted led them to believe that all costs for flagmen and watchmen's services would be paid by the State.

This is a relatively small project, the contract amount being approximately $64,000, and this additional cost is about 1% of the cost of the project. I am sure that they are sincere in their statement that this cost was entirely unanticipated, and I know of no previous case where such an installation has been deemed necessary. If consistent with the general policy of the Highway Commission, I would recommend that they be reimbursed for the cost of this signal installation.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP GM
Attached

COPY

Crescent Auto Court,
Albany, Oregon.
August 20, 1945

Mr. G. S. Paxson
Bridge Engineer, O.S.H.D.,
State Office Bldg.,
Salem, Oregon.

Dear Sir:

I am in receipt of a letter from Mr. L. P. Hopkins, Supt., Southern Pacific Company, setting forth the terms for a standard Wigwag crossing signal. The cost being an initial outlay of $[illegible] and a probable final cost of $700.00.

I am not denying that a hazard exists to our workmen due to railroad operations as we all know that hazards exist on all such undertakings as the Jefferson Junction [illegible] and other crossing structures as have been built. The action of the State Industrial Accident Commission in demanding a crossing signal at this location is arbitrary, however, as there is little evidence to show that such demands have ever previously been made.

It would seem from the S.P. Co. letter that the probable salvage to be allowed on the crossing signal would not exceed [illegible] if it is that. While this may be in accord with their policy to private individuals it is far out of line to a customary [illegible] depreciation as is charged by themselves to the State. Further, a large part of the hazard that exists could be eliminated by the erection of whistle boards and in combination with a "slow order" would be nearly eliminated. In preference to an arbitrary order demanding such an expenditure on our part, a request to the S.P. Co. by yourself or the S.I.A.C. for the above safety provisions would be in order. While the "special provisions" of our contract indicate an operating speed of railroad trains at 35 to 60 miles per hour, the War Time conditions that necessitated such speeds no longer exist. [illegible] of the construction for bent 3 [illegible] adjacent to the railroad track [illegible] of the way and a further probability that all of the construction for this bent would be completed before a signal device could be installed, a large part of the hazard to our workmen will have been eliminated.

No provisions within contract [illegible] have included that such costs would be assumed by contractors. [illegible] with the circumstances and terms as outlined above would seem to obviate any necessity on our part of complying with the S.I.A.C. [illegible] unless definite assurance is given to us by the S.I.A.C. that such costs will be reimbursed.

Yours very truly,

[illegible] Bros.

[illegible], Co-partner

cc. State Industrial Accident Commission, Salem, Ore.
[illegible]

c
o
Crescent Auto Court, p
Albany, Oregon. y
August 11, 1945.

Mr. G. S. Paxson
Bridge Engineer, O.S.H.C.,
State Office Bldg.,
Salem, Oregon.

Dear Sir:

I have been informed by an agent for the S.I.A.C. to install both a visual and audible warning device for the approach of trains to serve for the protection of my employees.

There is nothing in the special provisions of contract #2736 to imply that such a warning device would be required. As a result the cost of such a device was not determined or included in my cost figures. I am not aware of equipment of this nature being used during construction of other overcrossing structures built for the State.

It would seem to be only fair, therefore, to be assured of reimbursement from the State before such a cost is incurred.

I am including a copy of a letter of inquiry to the Southern Pacific Railroad Co. in regard to costs on this equipment.

Yours very truly,

Lindstrom Bros.

by D. E. Johnson (sgd.)
D. E. Johnson, ~~Co-~~partner.

c.c. Mr. J. T. Skelton, Res. Br. Engr.

RECEIVED
OCT 15 1945
FOR FILING

176-9

Crescent Auto Court,
Albany, Oregon.
August 24, 1945.

RECEIVED
AUG 25 1945
STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Mr. G. S. Paxson
Bridge Engineer, O.S.H.C.,
State Office Bldg.,
Salem, Oregon.

NOTED
State Highway Engineer

Dear Sir:

Mr. McBee of the State Industrial Accident Commission was contacted today and I have explained the present status of our work on the Jefferson Junction Overcrossing to him. As the only work in the track area to be performed within the next few weeks consists of the excavation for and pouring the footing and column of 5-2L and as this work will be performed within the time limit set as required for the installation of a crossing bell, Mr. McBee has granted a stay on his order for this bell pending an action on payment by the Oregon State Highway Commission. Mr. McBee requests that this bell be in operation, however, prior to the start of impact and column forms above the ground level.

Your immediate attention to the presentation of this matter to the Oregon State Highway Commission is, therefore, requested.

Yours very truly,
Lindstrom Bros.

by D. E. Johnson
D. E. Johnson, Co-partner.

c.c. Mr. McBee - S.I.A.C., Salem, Ore.
J.T. Skelton, Res. Br. Engr., O.S.H.C.

FORM E-161E 1M 5-40

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

RECEIVED
2 1945
FOR FILING

176-9

August 20, 1945

NOTED

#2736

Lindstrom Bros.
Crescent Auto Court
Albany, Oregon

Attention: Mr. D. E. Johnson

Gentlemen:

Reference is made to your letter of August 11 concerning installation of the warning signal at the Jefferson Junction Overcrossing.

I cannot advise you at this time whether the State will assume the cost of installation of this signal. In the contract for this project you have agreed to accept the provisions of the Workmen's Compensation Law. This signal has been ordered in by the Safety Division of the State Industrial Accident Commission acting under authority given them by the above-mentioned law. It appears that, under a strict interpretation of the contract, you would be called upon to bear the cost of installation.

It is true that this protection has never been required on other grade separation projects and that you probably could not anticipate this cost when you made up your bid. In view of this circumstance, we will present the matter to the Highway Commission for their decision. As stated above, however, at this time I cannot make any commitment regarding the payment for the signal.

The order of the State Industrial Accident Commission, however, is final, and you are directed to proceed with the installation of the signal.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP GM
cc C. B. McCullough ✓
J. T. Skelton

RECEIVED
AUG 14 1945
FOR FILING

176-9

#2736

Salem, Oregon
August 11, 1945

Report by Industrial Accident Comm.
re necessity for signal system to warn
workmen of approaching trains
(Lindstrom Bros. job north of Albany)

Mr. G. S. Paxson
Bridge Engineer
Department

Dear Sir:

Please note attached from Charles M. McBee, Assistant Director, Accident Prevention Division of the State Industrial Accident Commission. This communication has to do with Lindstrom Brothers' job north of Albany.

I believe you will concur in Mr. McBee's recommendations and I wish you would issue the appropriate instructions to the contractor.

I will be glad to discuss this with you at your convenience.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:JF

RECEIVED
JUL 10 1945
FOR FILING

FA P 176(9)

July 9, 1945

Lindstrom Bros.
0240 S. W. Palatine Hill Road
Portland, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2736 which was awarded to you on May 29, 1945, by the State Highway Commission, covering Jefferson Junction Overcrossing on the Pacific Highway East in Linn County. This copy is for your records and files.

We are also sending an executed oppy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

[illegible] gl

Contract sent by Express 7-10-45
G. L.

RECEIVED
7 - 1945
FOR FILING

FAP 176 (9)

Overcrossing

July 5, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Receipt is acknowledged of your communication of June 25 addressed to Mr. Baldock and having reference to the executed agreement between the State and the Southern Pacific Company covering the construction of the overpass on Oregon SN-U-A-FAP 176 (9), Steiwer Hill-Albany section.

Your criticism apparently goes to Section 7, Item E of the agreement, which provides that watchmen, flagmen, and/or patrolmen are to be furnished by the railroad for the protection of its property and operations, and also for the protection of the property and operations of the Western Union. Apparently your objection is based on the provisions of General Administrative Memorandum No. 100 which specifies that the contractor shall bear the cost of railroad flagmen, watchmen, and/or other expenses in connection with the project.

As you doubtless recall, there was considerable controversy in regard to this matter in connection with the construction of the Davies overcrossing in Washington County several years ago, and the Commission finally allowed the contractor certain additional compensation on the theory that the railroad's requirements were not such as could reasonably be contemplated by him when he signed the agreement. At that time the Highway Commission adopted a policy of paying these costs out of state funds without cooperation from the Federal Government.

It would appear to us, therefore, that the fact that no Federal participation will be requested in connection with this item would operate completely to meet the objection which you raise to Section 7, Item E.

If we have misinterpreted your point, we will be glad to hear from you in reference to this matter.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:ej

FORM E-30 25M 8-44

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1945

SUBJECT:

To: Mr. C. B. McCullough
Assistant State Highway Engineer
Office

Dear Sir:

I am returning herewith a letter from the Public Roads Administration relative to the State-Railroad agreement on the Jefferson Junction Overcrossing project.

Their objection to section 7, item (c), is based on the provisions of General Administrative Memorandum No. 100 which specifies that the contractor shall bear the cost of railroad flagmen, watchmen, or other expenses in connection with the project.

We followed this memorandum on the Davies Overcrossing job in Washington County several years ago and, as you remember, got into quite an argument with the contractor and finally allowed him additional money on the grounds that the railroad's requirements were unreasonable. At that time the Highway Commission directed that we pay these costs ourselves in order that the negotiations be between the State and the railroad company. This means that these costs will be paid from State funds without cooperation of the Federal Government, but, in view of the fact that we are putting a considerable amount of State money into these projects, the net cost to the State will not be increased.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP GM
Attached

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 25, 1945

RECEIVED
JUL - 2 1945
[illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the executed agreement between the State and the Southern Pacific Company covering the construction of the overpass on Oregon SN-U-A-FAP 176(9), Steiwer Hill-Albany Section.

In a review of this agreement the following comments are made:

It is noted under section 7, item (e) that watchmen, flagmen, and/or patrolmen are to be furnished by the railroad for the protection of its property and operations and for the protection of the property and operations of the Western Union Telegraph Company. If any of these services are required because of the contractor's operations, an appropriate clause should be inserted in the proposed Exhibit "A" in conformity with General Administrative Memorandum No. 100.

It would appear desirable to insert at the close of the penultimate paragraph of Exhibit "A" the words "occasioned by his (the contractor's) operations." Subject to the above comments, the proposed agreement between the contractor and the Southern Pacific Company, which is designated as Exhibit "A", also appears satisfactory.

The agreement is approved subject to the provisions of General Administrative Memorandum No. 39 dated December 23, 1937, revisions or modifications thereof.

Very truly yours,

W H Lynch

W. H. LYNCH
Division Engineer

RECEIVED
JUN 26 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 4 - 1945
FOR FILING

FAP 176-(9)

June 1, 1945

Lindstrom Brothers
0240 S. W. Palatine Hill Road
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2736, which was awarded to you by the State Highway Commission on May 29, 1945, covering construction of bridge on the Jefferson Junction overcrossing on the Pacific Highway East in Linn County, which requires approximately 1,200 cu. yds. excavation, 1,300 cu. yds. concrete, 230,000 lbs. metal reinforcement and 820 lin. ft. metal handrail.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 1.7.18, Page 13, of the printed general provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformity therewith.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG rmr

Contracts sent by express 6/1/45
RMR

RECEIVED
JUN 4 1945
FOR FILING

FAP 176-(9)

May 31, 1945

Cont #736

Lindstrom Bros.
0240 S. W. Palatine Hill Rd.
Portland 1, Oregon

Gentlemen:

The State Highway Commission on May 29, 1945, awarded you the contract for the Jefferson Junction overcrossing on Pacific Highway East in Linn County. This award was based on your low bid of $64,160.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

cc: S.H.Probert
G.S.Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

RECEIVED
JUN 4 - 1945
FOR FILING

May 29, 1945

176 - 9

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon SN-U-A-FAP 176(9), the Jefferson Junction Overcrossing on the Pacific Highway East, to Lindstrom Bros., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
Division Engineer

RECEIVED
MAY 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 22 1944
FOR FILING

Const
Projects
Grade Crossings

176-9

#2736

Salem, Oregon
November 20, 1944

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

We are handing you herewith one fully executed copy of agreement between the State Highway Commission and the Southern Pacific Company covering the matter of construction of an overcrossing between Millersburg and Jefferson. This copy is for your records and files.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:IK
enc.
cc G. S. Paxson

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1944

SUBJECT:

To:

Mr. C. B. McCullough,

Office.

Dear Sir:

Attached you will find two fully executed copies of the agreement between the Southern Pacific Company and the State covering the subject of the construction of an overpass between Millersburg and Jefferson.

I presume that one of these copies will go to Mr. Glaisyer and one to your files.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW
Enc.

H. B. S. + Paxson

Const
Projects
Grade Crossings

Salem, Oregon
October 26, 1944

Agreement with Southern
Pacific Company.

Mr. J. M. Devers,

Office.

Dear Sir:

I am returning to you herewith five copies of an agreement between the State Highway Commission and the Southern Pacific Company covering the subject of a railroad grade operation on the revised location of the Pacific Highway East, between Albany and Salem.

You will recall that this agreement was signed by the State Highway Commission on September 11th, but subsequent thereto it was decided to delete Paragraph 19, which required the signature of the District Engineer of the Public Roads Administration. You asked me to have the members of the Highway Commission initial the deleted paragraph. This has been done and I am returning the copies to you for further handling.

When execution is complete, will you kindly furnish me one fully executed copy for the Commission's records and files.

Very truly yours,

HBG/jes

Secretary

SEP 21 1944
FOR FILING

SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. MCCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Const
Projects
Grade Crossings

September 18, 1944

NOTED
Asst. State Highway Engineer

Mr. Harry Fee,
District Freight Agent,
Southern Pacific Depot,
Salem, Oregon.

Dear Sir:

The Highway Commission had under consideration at its recent meeting the agreement between the Southern Pacific Company and the State covering the construction of a grade separation of highway and railroad between Salem and Albany. The agreement has now been executed by the Southern Pacific Company and by the Highway Commission but some question remained as to approval of the agreement by the District Engineer of the Public Roads Administration. Mr. Lynch was contacted and it is his position that he is not authorized to approve the agreement, especially since the Government is not named as a party. It appears that the only contact the Government has with the agreement is by way of certain funds that are furnished and by way of certain supervision.

It has not been our custom to have a representative of the Public Roads Administration approve these contracts, and I am at a loss to know why this one was so prepared. In any event, it is my opinion that the contract may be deemed fully executed without the approval of a representative of the Public Roads Administration, and the Highway Commission is so construing the transaction.

However, only the original of the agreement was approved by the Company's contract attorney, its valuation officer, its assistant chief engineer and its general auditor. I have therefore retained the original and I hand you herewith the four other copies and wish you would have them completed by having Mr. A. L. Stewart sign as Contract Attorney approving the instrument as to form, and by having it signed or approved by the Company's valuation officer and countersigned by the Company's general auditor and approved by the assistant chief engineer, so that these will conform with the original as executed.

Since the District Engineer for the Public Roads Administration is not approving the instrument paragraph 19 on page 9 should be eliminated and then initialed. When these instruments have been completed I will mail to you for the Company the original and a copy and before mailing the original I will ask the Highway Commission to initial the eliminated material.

Yours very truly,

J. M. DEVERS

JMD:FW

cc C. B. McCullough ✓
H. G. Smith
E. B. Glaisyer

NOTED
C. B. McCullough

RECEIVED
AUG 31 1944
FOR FILING
Const
Projects
Grade Crossings

Salem, Oregon
August 31, 1944

Agreement with
Souther Pacific Co.

Mr. C. B. McCullough
OFFICE

Dear Sir:

I am returning to you herewith five copies of the agreement with the Southern Pacific Company covering the matter of construction of the grade separation project on the Pacific Highway across railroad property near Jefferson commonly known as the Jefferson Junction Overcrossing. You will note that these have been executed by all parties except by the District Engineer of the Public Roads Administration.

You asked me to deliver these agreements to you for further handling when they had been signed by the Commission. The railroad company wants two copies, the original and one additional which they have marked RR in red pencil. You will note that I have stamped another copy "Office Copy." This is the one I would like to have returned to me for filing purposes when you are through with it.

Mr. Harry Fee, District Freight Agent for the Southern Pacific Company, address Salem, who handed these papers to me asked that the two copies be delivered to him when executed and if he should not be in Salem, that they be given to William E. Burks, Salem agent. I pass such information on to you for whatever it is worth.

Very truly yours,

Secretary

HBG:vbh

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
JUN 19 1944
FOR FILING
Const.
Projects
grade Crossings

June 16, 1944

Mr. W. L. Jennings, Superintendent,
Southern Pacific Company,
Union Station,
Portland 9, Oregon.

Dear Sir:

This office has been advised by your Mr. Bartlett with respect to the agreement covering the highway overpass between Millersberg and Jefferson that in order to effect the amendment which I proposed to the last paragraph on page 5 with respect to liability of the State for claims of railroad against the State's contrator you require that the entire agreement be rewritten and that all of the executed copies of the original agreement be returned for cancellation.

I have therefore rewritten the entire agreement, but the only change made is the addition of a proviso clause to the last of Section 9, the proviso clause being added to the last paragraph of that section.

I am enclosing five copies of a redraft and I likewise enclose the five executed copies of the original draft. When the redraft has been executed if you will return all copies to me I will present them to the Highway Commission for execution.

Yours very truly,

J. M. DEVERS

JMD:FW
Enc.

cc C. B. McCullough

SN-U-A-FAP 176(9) Bridges, Steiwer 1945
Hill-Albany Sec.,
#2737 Pacific Hwy. East

FOR FILING

FA-176(9)

2737

December 14, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

An audit of the Southern Pacific Railroad Company's bill No. 409,000 rendered in connection with Oregon Project SN-H-FA 176(9), Albany - Steiwer Hill Section of the Pacific Highway, has been made at the offices of the railroad in San Francisco, California.

As the eligibility of the charges made under the following captions on pages 19 and 20 of the bill has been questioned, it is requested that any information supporting their eligibility be submitted with the final voucher in the near future:

"Repair concrete box damaged by contractor's operations".
"Remove hose swinging from overhead".
"Restore banks account of subsidence and deterioration due to contractor's operation".

Very truly yours,

T. M. DAVIS
District Engineer

Original referred to
Mr. Probert 12-16-48
by WCW.

IVED
9 1948
R FILING

176-9

2737-2738

April 26, 1948

Warren Northwest Company, Inc.
P. O. Box 4072
Portland 13, Oregon

Gentlemen:

An examination has been made of the fir guard fence material stockpiled at Albany for the construction of guard fence at the overcrossing on the South Unit of the Steiwer Hill-Albany Section.

The examination of this material indicates that about 60 percent will pass as No. 1 common and the balance as No. 2; whereas the specifications call for structural grade. Inasmuch as this material does not meet the specifications, you are hereby advised not to proceed with the construction of the fence using this material.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc - H. G. Smith
F. D. Eason

IVED
9 1948
R FILING

176-9

2737-2738

April 26, 1948

Warren Northwest Company, Inc.
P. O. Box 4072
Portland 13, Oregon

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The examination of this material indicates that about 60 percent will pass as No. 1 common and the balance as No. 2; whereas the specifications call for structural grade. Inasmuch as this material does not meet the specifications, you are hereby advised not to proceed with the construction of the fence using this material.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc - H. G. Smith
F. D. Eason

RECEIVED
FEB 17 1948
FOR FILING

176-9

February 16, 1948

G. Cyrus Bishop, Aetna-izer
The Aetna Casualty and Surety Company
322 Yeon Building
Portland 4, Oregon

Dear Mr. Bishop:

In your letter of February 14, 1948, you inquire if the amount of $25,000.09 owing by the State Highway Commission to G. J. Montag & Sons in connection with their contract No. 2737 for construction of bridges on the Steiwer Hill-Albany Section of the Pacific Highway East as shown on their financial statement of January 1, 1948, is correct.

Our records disclose that the correct amount due G. J. Montag & Sons, as of January 1, 1948, was $25,800.09. On February 13, 1948, final payment in this amount was mailed to G. J. Montag & Sons.

I hope this is the information you desire.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:eo

Final payment to C.J. Montag & Sons — Contract 2737

$25,800.09 mailed to contractor 2-13-48

Bridges on Steiner Hill — Albany sec of Pac E

Correct amount as of 1-1-48 is $25,800.09.

CASUALTY AND SURETY COMPANY
HARTFORD 15, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

ÆTNA-IZER
G. CYRUS BISHOP
AIMS TO PLEASE
322 YEON BLDG. AT. 7381
RES. GARFIELD 4461

PORTLAND 4, OREGON

2737

2/14/48

State Highway Commission
Salem, Ore.

Gentlemen,

re: C. J. Montag & Sons

Their financial statement as of Jan 1, 1948 shows a balance of 25,000.00 owing on the Jefferson bridge job. May I ask if this is correct, and if not, the correct amount, according to your records?

Very truly yours,

G. Cyrus Bishop

G

REFERRED TO
[illegible]
BY SECRETARY

get me data for reply

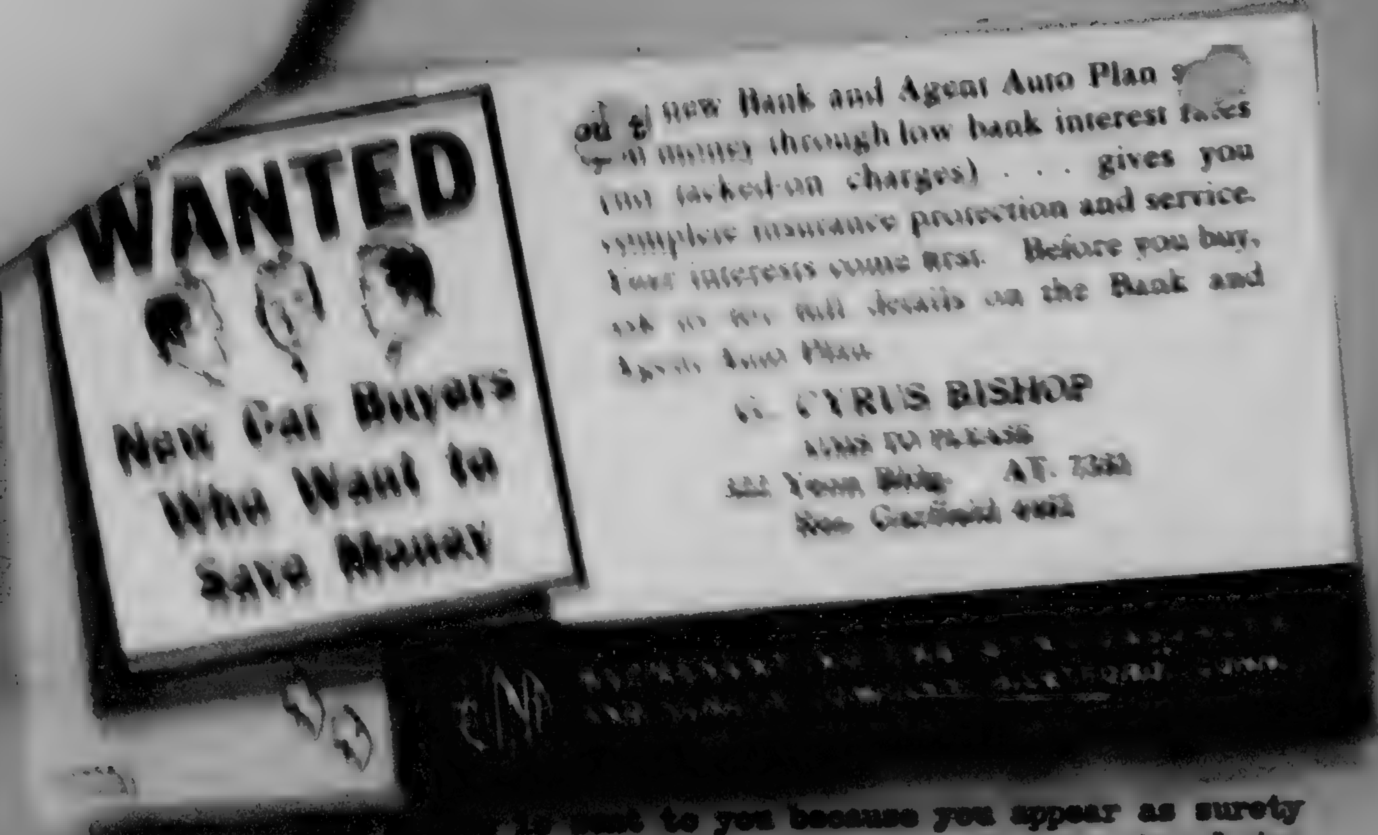
R. H. GLAISYER
...RED

RECEIVED
FEB 16 1948
OREGON
STATE HIGHWAY COMMISSION

"AIMS TO PLEASE"

anuary 27, 1948

and Surety Co.



[illegible] new Bank and Agent Auto Plan [illegible] money through low bank interest rates [illegible] tacked-on charges) . . . gives you complete insurance protection and service. Your interests come first. Before you buy, ask [illegible] full details on the Bank and Agent Auto Plan.

G. CYRUS BISHOP
AIMS TO PLEASE
[illegible] Yeon Bldg. AT. [illegible]
Res. Garfield [illegible]

[illegible] is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
1-27-48 gl

cc: Bates, Lively & Pearson, Agent
Yeon Bldg.
Portland 4, Oregon

P.S. Enclosed is copy of a letter from Mountain States Power Co., stating their claim, of which you were notified 12-2-47, had been paid.

RECEIVED
JAN 28 1948
FOR FILING
176 (9)

January 27, 1948

The Aetna Casualty and Surety Co.
Hartford 15
Connecticut

Gentlemen:

This to advise you that State Highway Contract No. 2737 for work on the Steiwer Hill-Albany Bridges on Pacific Highway East, in Marion and Linn Counties, has been completed by the contractor, C. J. Montag & Sons, and that final payment in the amount of $25,800.09 will be made on or after the 6th day of February, 1948.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $535,931.65, and that no force account work was performed therein. This contract was completed July 29 and accepted by the Commission on August 26, 1947.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
1-27-48 gl

cc: Bates, Lively & Pearson, Agent
Yeon Bldg.
Portland 4, Oregon

P.S. Enclosed is copy of a letter from Mountain States Power Co., stating their claim, of which you were notified 12-2-47, had been paid.

RECEIVED
JAN 22 1948
FOR FILING

17-C(3)

2737

Salem, Oregon
January 20, 1948

Mr. G. S. Paxson:

We hand you herewith two copies of an agreement with C. J. Montag and Sons covering additional payment in connection with their contract No. 2737, Santiam River Bridge.

C. J. Montag and Sons kept one fully executed copy of the agreement and Mr. Glaisyer has retained the original for the Commission's files.

L. H. Warfield

bo
cc: S. H. Probert

File U

RECEIVED
JAN 22 1948
FOR FILING

176(9)

2737

Salem, Oregon
January 19, 1948

Mr. R. H. Baldock

I hand you herewith, for further handling, three copies of agreement with C. J. Montag and Sons, covering additional payment in connection with their contract No. 2737, Santiam River Bridge.

C. J. Montag and Sons kept one fully executed copy of the above agreement, and I have retained the original for the Commission's files.

Very truly yours

Secretary

gl
encls. 3

REFERRED TO [illegible]
BY SECRETARY

File agreements in contract #2737 HS!

ok, gl

FORM E-90 5M 9-47

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1947

SUBJECT:

To: Mr. W. C. Williams
Assistant Highway Engineer
Office

Dear Mr. Williams:

I have rewritten the form of agreement covering the subject of the claim made by C. J. Montag and Sons for extra compensation, and have made the changes suggested by you.

When I offered to you a few days ago the first draft of this agreement, I called attention to the fact that on the facts as submitted to me, I am not able, and perhaps am not called upon, to say whether or not this is a just claim. If the variation between the quantities given by the State and the quantities determined as a result of the performance of the work are not great, then serious thought should be given to the Contractor's claim before it is approved.

I do not want to stand in the way of settlement of a just claim, but not all claims can be justified.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:avh
Encl.

RECEIVED
NOV 17 1947
FOR FILING
176(9)
2737

Salem, Oregon
November 14, 1947

Mr. J. M. Devers
Chief Counsel
Office

C. J. Montag and Sons have submitted a claim for extra compensation for construction of the Santiam River Bridge, Contract No. 2737. We propose to recommend to the Highway Commission that their claim in the amount of $10,022.55 be approved. Will you kindly prepare a form of agreement to be signed between the State Highway Commission and C. J. Montag and Sons based on the information set forth in the attached letter which Mr. Baldock prepared for the Commission. He did not mail the letter, preferring to have the matter presented in the form of an agreement.

If you need additional information, please advise.

W. C. Williams

WCW:bb

November 12, 1947

State Highway Commission
Salem, Oregon

Gentlemen:

Subject: Claims for Extra Compensation
Santiam River Bridge No. 2541

C. J. Montag and Sons, contractors for the bridges on the Steiner Hill-Albany Section of the Pacific Highway in Marion and Linn Counties, Contract No. 2737, have submitted a claim for extra compensation in the amount of $10,022.55. This claim is based entirely upon the fact that the quantities of concrete and of structural steel incorporated and paid for in the structures was considerably less than the quantities which we had shown in the proposal and upon which he bid.

In our proposals we show a table in which is given the "Net Estimated Quantity" the "Contingency Allowance" and the "Bid Quantity" which is the sum of the first two items. The quantities of Class A Concrete and Structural Steel given in this table are as follows:

| Item No. | Item | Unit | Est. Net Quantity | Contingency Allowance | Bid Quantity |
|---|---|---|---|---|---|
| 8 | Class A Concrete | Cu.Yd. | 3,818 | 282 | 4,100 |
| 10 | Structural Steel | Lb. | 1,820,000 | 80,000 | 1,900,000 |

The final calculations show that the quantities of Class A Concrete and Structural Steel actually incorporated in the structures as he bid them were: Class A Concrete - 3565.49 cu. yds., Structural Steel - 1,705,732 lbs. The final pay quantities underrun the "Estimated Net Quantities" given the contractor in the proposal by 252.51 cu. yds. of "Class A Concrete" and 114,268 lbs. of "Structural Steel."

Contractors are justified in accepting the "Estimated Net Quantities" as being approximately correct in figuring their bids. On items such as concrete and structural steel, the cost of concrete forms and finishing, and the cost of erecting and painting steel are fixed by the plans and do not vary with the quantities. On this project the contractor is entitled to additional compensation to cover his additional unit cost due to the underrun in quantities.

We have carefully examined the contractor's accounts, and it is recommended that an adjustment be made based on the following:

**Class A Concrete**

| | |
|---|---|
| Total cost of forms, falsework and surface finish | $90,899.36 |
| Quantity of concrete shown in the Net Estimated Amount | 3818 cu.yds. |

Cost per cu. yd. had estimated quantity been placed -

$$\frac{90,899.36}{3818} = \$23.81 \text{ per cu. yd.}$$

Underrun in quantity - 252.5 cu. yds.
Adjustment on concrete - 252.5 x 23.81 = $6,012.02

**Structural Steel**

| | |
|---|---|
| Price bid for Structural Steel | $ 0.1030 |
| Cost of steel F.O.B. Jefferson, Oregon | 0.0679 |
| Difference | $ 0.0351 |

Underrun in quantity of Structural Steel - 114,268 lbs.
Adjustment - 114,268 x $0.0351 = $4,010.81

**Total Adjustment**

| | |
|---|---|
| Class A Concrete | $ 6,012.02 |
| Structural Steel | 4,010.81 |
| Total | $10,022.83 |

If this adjustment is authorized, the project will still considerably underrun the sum set up for it. The original project authorization was:

| | |
|---|---|
| Contract Amount | $545,923.50 |
| Contingencies 4 percent | 21,836.94 |
| Engineering 6 percent | 32,755.41 |
| Total | $600,515.85 |

The final cost of the project would be:

| | |
|---|---|
| Paid contractor on estimates | $525,908.82 |
| Contingencies | 0.00 |
| Engineering | 18,700.00 |
| Proposed adjustment | 10,022.55 |
| Total | $554,631.37 |

I recommend favorable action on this adjustment and request authority to prepare an agreement between the State and C. J. Montag and Sons whereby additional compensation in the amount of $10,022.55 is paid them in full and complete settlement of all claims which they might have against the State in connection with their contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP GM
cc R. H. Baldock
H. B. Glaisyer
G. S. Paxson

FORM E-30 2SM 7-47

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 14, 1947

SUBJECT: Claims for extra compensation
Santiam River Bridge No. 2541

To: Mr. R.H. Baldock
State Highway Engineer

OFFICE

Dear Sir:

C.J. Montag and Sons, contractors for the bridges on the Steiwer Hill-Albany Section of the Pacific Highway in Marion and Linn Counties, Contract No. 2737, have submitted a claim for extra compensation in the amount of $10,022.55. This claim is based entirely upon the fact that the quantities of concrete and of structural steel incorporated and paid for in the structures was considerably less than the quantities which we had shown in the proposal and upon which he bid.

In our proposals we show a table in which is given the "Net Estimated Quantity" the "Contingency Allowance" and the "Bid Quantity" which is the sum of the first two items. The quantities of Class A Concrete and Structural Steel given in this table are as follows:

| Item No. | Item | Unit | Est. Net Quantity | Contingency Allowance | Bid Quantity |
|---|---|---|---|---|---|
| 8 | Class A Concrete | Cu.Yd. | 3,818 | 282 | 4,100 |
| 10 | Structural Steel | Lb. | 1,820,000 | 80,000 | 1,900,000 |

The final calculations show that the quantities of Class A Concrete and Structural Steel actually incorporated in the structures as he bid them were: Class A Concrete 3565.49 Cu.Yds., Structural Steel 1,705,732 Lbs. The final pay quantities underran the "Estimated Net Quantities" given the contractor in the proposal by 252.51 Cu.Yds. of "Class A Concrete" and 114,268 Lbs. of "Structural Steel."

The contractor states that in figuring his bid on Class A Concrete he computed the square feet of form surface and the quantity of lumber required for these forms and for the false work which supported them. This, together with the labor cost of building the false work and forms and the labor cost of stripping the forms and finishing the concrete surfaces gave him his total cost for forms, false work and finishing. This total cost was not reduced by the underrun in the final quantities because the structures were built as shown on the plans and the forms, false work and surfaces did not change. The contractor, therefore, claims that he did this work for 252.5 Cu.Yds. of concrete which was not placed and for which he received no compensation.

In general, the same argument applies to the item of "Structural Steel." The contractor built his falsework, erected the same number of pieces of steel, drove the same number of rivets and painted the same steel surfaces as were shown on the plans upon which he bid. He received payment for 114,268 Lbs. of steel less than he claims he was justified in anticipating.

The contractor has limited his claims to these items of cost which did not decrease with the decrease in quantities. He does not claim extra compensation for the furnishing, mixing and placing of concrete or for the cost of the structural steel itself as these costs decreased with the quantities used. He has not made any claim for profits which he might have made had the final quantities equaled the quantities upon which he bid.

The specifications, which are a part of this contract contain the following provision:

> Article 1.3.1 - Estimate of Quantities Approximate Only.
> "It is expressly agreed that the quantities given under the heading "Schedule of Contract Prices" are approximate only and are not to be taken to be either representations or warranties. The State Highway Commission does not expressly nor by implication agree that the actual amount of work will correspond therewith, and reserves the right to increase or decrease the amount of any class or portion of the work as may be deemed necessary or expedient by the engineer, without extra or special compensation to the contractor except as elsewhere herein authorized."

These specifications also contain the following provision:

> Article 1.3.3 - Examination of Plans, Specifications, and Site of Work.
> "It is understood that the contractor, before signing this contract, has made a careful examination of the plans, specifications, and contract agreement; that he has fully informed himself as to the quality and quantity of materials and the character of the work required; and that he has made a careful examination of the location and condition of the work and the sources of supply for materials. The State of Oregon will in no case be responsible for any loss or for any unanticipated costs that may be suffered by the contractor as a result of the contractor's failure to fully inform himself in advance in regard to all conditions pertaining to the work."

It would appear that these provisions preclude the contractor from receiving extra compensation due to the underrun in quantities. It is common knowledge, however, that contractors do not make any detailed check on the quantities given in our proposals. The time between advertising and bid opening is too short to make such an independent check practical. The contractor unquestionably had costs on this project which he had reason to believe would

After the floods of 1945-46 the need for additional overflow bridges was recognized. One new trestle, 105 feet in length, was added and other trestles were lengthened by 153 feet. This work was covered by Price Agreement No. 3, dated January 16, 1946, the final cost being $25,873.02.

The final cost of the project, including this additional length of bridge was:

| | |
|---|---|
| Paid Contractor | $525,908.82 |
| Contingencies | 0.00 |
| Engineering (estimated final cost) | 18,700.00 |
| Total | $544,608.82 |

The amount paid the contractor for the work shown on the bidding plans was $525,908.82 - $25,873.02 = $500,035.80 which is $45,887.70 less than the amount of his bid.

Very truly yours,

G.S. Paxson,
Bridge Engineer

GSP/fs

C.J. MONTAG & SONS
317 Railway Exchange Bldg.
Portland 4, Ore.

C
O
P
Y

August 22, 1947

Oregon State Highway Commission
Salem, Oregon

Attention: Bridge Department

Re: Santiam River Bridge
Contract No. 2737

Gentlemen:

We hereby present a claim for extra compensation because of serious underruns in quantities on items having fixed charges that remain constant regardless of variations in quantities. Almost all bid items on this project underran considerably but this claim concerns only two, the Class A concrete and structural steel, inasmuch as the other items had no heavy preparation charges to carry.

In the case of the Class A concrete, our contract showed a net quantity of 3818 cu. yds. We assumed this to be correct as it had been carried out to such a fine point, with an adequate allowance for padding, and used it in estimating our unit costs per yard for forms and stripping which must be calculated on a sq.ft. basis. On payment, however, the above 3818 cu. yds. had shrunk to 3565.5 cu. yds. a difference of 252.5 yds. for which we had built and stripped the forms as shown on the drawings. We claim compensation for the cost of the forms and stripping for this 252.5 yards as shown on the accompanying sheets.

The case of the structural steel was very similar. The contract showed 910 tons in the net quantity but the final estimate was only 852.87 tons. Our costs were the same, the falsework costs were the same, we had exactly the same number of pieces of steel to handle, the same number of rivets to drive, the same footage of welding to do and the same sq. ft. of area to paint, but the payoff was short. We claim compensation for the 57.13 tons difference in weight at the price of $70.20 per ton which is the difference between the cost to us f.o.b. Jefferson and our price erected, and which is lower than the actual cost of erection to us as shown on the accompanying sheets.

In conclusion we wish to state that we believe this is a fair and just claim because when estimating costs under the old method of bidding, where nothing but plain bid quantities were shown, allowances were always made for considerable underruns in quantities. Under the new system where is shown a net quantity, then an allowance, these two being added together to make up the bid quantity, we believed that no such an allowance was necessary especially since the net quantities were carried out to such fine points as 3818 cu. yds. or 1,820,000 lbs of structural steel.

Thanking you, we are

Very truly yours,

C. J. MONTAG & SONS

by — (Signed)
C.C. Montag

RECEIVED
JAN 28 1948
FOR FILING
176(9)

agenda 4-l c
12-29-47

January 9, 1948

C. J. Montag & Sons
317 Builders Exchange Bldg.
Portland 4
Oregon

Gentlemen:

We enclose herewith the original and duplicate copy of agreement with the State Highway Commission relative to a claim for additional payment in connection with your contract No. 2737, covering Steiwer Hill-Albany Bridges on the Pacific Highway East, which have been fully executed by the Highway Commission and are now ready for your signature.

After you have signed the above agreement please return the original copy to this office for filing with the Highway Commission's copy of contract No. 2737.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Acting Secretary

gl
encls. 2

Copies in suspense

RECEIVED
DEC 30 1947
FOR FILING

MOUNTAIN STATES POWER COMPANY

176 (9)

#2737

Albany,Oregon
December 24, 1947

Oregon State Highway Commission
Salem, Oregon

Gentlemen;-

This is in reply to your favor of December 18th relative to our claim against C. J. Montag & Sons for construction on Highway near Jefferson in the sum of $932.87.

The bill was paid in full on December 9, 1947. We have no further claim.

Very truly yours,
MOUNTAIN STATES POWER COMPANY
Ralph Knotts
Chief Clerk

NOTED ON CARD
12-26-47 gl

RECEIVED
DEC 26 1947
OREGON
STATE HIGHWAY COMMISSION

17'e(7)

NOTED

# AGREEMENT

THIS AGREEMENT, made and entered into this_______day of November, 1947, by and between the State of Oregon, by and through its State Highway Commission, herein referred to as "State", party of the first part, and C. J. Montag and Sons, a copartnership, herein referred to as the "Contractor", party of the second part, WITNESSETH:

RECITALS:

1. These parties heretofore, to-wit: on the________day of________ __________, 1946, entered into a written contract identified as State Contract No. 2737, whereby the contractor agreed to construct certain highway facilities therein specified for a compensation and consideration to be determined by the unit prices and the estimated quantities specified therein.

2. The State accepted the bid of said contractor and undertook to compensate the contractor for and upon the performance of the work covered by such written contract in the manner and in accordance with the unit prices submitted as applied to the quantities determined in the manner specified in said contract.

3. When the call for bids was issued, the contractor along with other bidders was by the Commission given certain information upon which to predicate his bid, which information along with other things gave certain quantities set forth under the headings "Net Estimate Quantities", "Contingent Allowance" and "Bid Quantities". Such information was given under the following tabulations:

| Item No. | Item | Unit | Est. Net Quantity | Contingency Allowance | Bid Quantity |
|---|---|---|---|---|---|
| 8 | Class A Concrete | Cu.Yd. | 3,818 | 282 | 4,100 |
| 10 | Structural Steel | Lb. | 1,820,000 | 80,000 | 1,900,000 |

4. Upon completion of the job, the final measurement disclosed that the quantities of Class A concrete and structural steel actually incorporated in the structures were as follows: Class A concrete, 3565.49 cubic yards, structural steel, 1,705,732 pounds. In other words, the final quantities underran the estimated net quantities in the amount of 252.51 cubic yards of Class A concrete, and 114,268 pounds of structural steel.

5. It is conceded by the Engineer that when preparing bids submitted in response to a call issued by the State, bidders are justified in accepting as reasonably correct the "estimated quantities" given them by the State.

6. The contractor claims a loss sustained in the total sum of $10,022.85, by reason of the difference between the estimated quantities and the actual or final quantities of said item.

7. The Engineer has approved the claim for additional compensation, and has recommended that it be allowed and paid in the full amount of $10,022.85, the detail of which claim is given below.

NOW, THEREFORE, the premises being as stated in the foregoing recitals, it is agreed by these parties as follows:

1. That the contractor's claim for additional compensation in the sum of $10,022.85 to cover an alleged loss sustained in the performance of work provided for in State Highway Contract No. 2737, which loss is predicated on the wide discrepancy between the information given by the

State with respect to estimated net quantities and the actual or final quantities, is allowed in full.

2. That the auditor be and he hereby is instructed to prepare the necessary voucher and supporting data, and submit the same properly verified to the Highway Commission for approval.

3. That payment by the State of the said claim and acceptance of such payment by the contractor shall constitute a complete satisfaction of all claims for extra compensation or damage of every kind and character growing out of or arising in connection with the performance of work under said contract.

IN WITNESS WHEREOF, the parties hereto have subscribed their names the day and year first above written.

ATTEST:

____________________
Secretary

APPROVED:

____________________
State Highway Engineer

APPROVED:
J M Dunn
Chief Counsel

STATE OF OREGON, by and through its
State Highway Commission

By____________________
Chairman

By____________________
Commissioner

By____________________
Commissioner
State

C. J. MONTAG AND SONS, a copartnership

By____________________

By____________________
Contractor

JMD:FRC
11/17/47

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FOR FILING

176 (9)

December 18, 1947

Mountain States Power Company
Albany
Oregon

Gentlemen:

This is to inform you that the State Highway Commission has received notification from C. J. Montag & Sons, general contractors, Portland, that it has paid in full your claim against their Contract No. 2737 for the construction of bridges on the Steiwer Hill-Albany Section of the Pacific Highway East.

We will appreciate it if you will verify their statement so as to clear the job record of this accounty.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:so

December 18, 1947

C. J. Montag & Sons
General Contractors
1518 N. E. 78th Avenue
Portland 16, Oregon

Gentlemen:

This acknowledges receipt of your undated letter advising that you have paid in full the claim of the Mountain States Power Company against your Contract No. 2737 for construction of bridges on the Steiwer Hill-Albany Section of the Pacific Highway East.

Thank you for this information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee

**C. J. MONTAG & SONS**
GENERAL CONTRACTORS
[redacted]
PORTLAND 4, OREGON

1518 N.E. 78th Aveb Zone 16

H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear sir:

Since receiving yours of the 2nd we have paid the Mountain States Power Company in full. It was not until after we had finished at Jefferson and every one had left they got around to sending their bill. Both partners were away on jobs and it was some time before they came in so we could present the bill and get it passed for payment. However, they seem to have charged plenty when they got to it.

Yours very truly

C. J. Montag & Sons

ACKNOWLEDGED
H. B. GLAISYER

Mt St Pw Co
12/16

RECEIVED
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COMMISSION

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176(9)

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD 15, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

FIDELITY AND SURETY CLAIM
DEPARTMENT

December 11, 1947

Oregon State Highway Commission
Salem, Oregon

NOTED
H. B. GLAISYER

Attention: H.B. Glaisyer, Secretary

SUBJECT: 42 S 8203 - C.J. Montag & Sons - State of Oregon - Contract No. 2737 - Bridges on the Steiwer Hill-Albany Section, Pacific Highway East, Marion and Linn Counties, Oregon

Dear Sir:

Your letter of December 2, 1947 reporting the filing of Notice of Claim by the Mountain States Power Company in the amount of $934.51 has been received.

It being indicated that carbon of your letter was sent on to the Portland Agency, investigation will be made by a representative from that Office and such attention as is necessary given the matter.

We thank you for your cooperation.

Yours truly,

Chas H. Olano
Chief Adjuster

C.H.Olano
ESM

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OREGON
STATE HIGHWAY COMMISSION

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176 (9)

December 2, 1947

Aetna Casualty & Surety Co.
Hartford 15
Connecticut

Gentlemen:

This letter is to inform you that the Oregon State Highway Commission has today received a notice of the claim of the Mountain States Power Company against C. J. Montag & Sons, contractor for the construction of bridges on the Steiwer Hill-Albany Section of the Pacific Highway East, Marion and Linn Counties, Oregon, Contract No. 2737.

This claim is in the amount of $934.51 and represents the cost of temporary construction to supply the contractor with electrical current in connection with this project.

The information is given you inasmuch as your company appears as surety on the bond furnished by C. J. Montag & Sons in connection with this job.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:co

cc - Bates, Lively & Pearson
General Agents
Yeon Building
Portland 4, Oregon

NOTED ON CARD
12-2-47

C. J. Montag & Sons
317 Builders Exchange Building
Portland 4, Oregon

December 2, 1947

Mountain States Power Company
Albany
Oregon

Attention: Mr. Ralph Knotts
Chief Clerk

Dear Mr. Knotts:

This acknowledges your letter of December 1, advising that you have a claim in the amount of $934.51 against C. J. Montag & Sons representing the cost of temporary construction to supply electrical current for their highway contract, No. 2737, for the construction of bridges on the Steiwer Hill-Albany Section of the Pacific Highway East.

In connection with this job C. J. Montag & Sons furnished a surety bond for the protection of claims to guarantee satisfactory completion of the project. This bond was written by the Aetna Casualty and Surety Company, Bates, Lively and Pearson, Agents, Yeon Building, Portland 4, Oregon.

This bond can be held liable for payment of claims incurred against the job for a period of six months after completion of the project and formal acceptance of it by the State Highway Commission, and it can be held liable and responsible for a longer length of time if the notice of the claim has been filed with the Secretary of State in conformity with the provisions of the law covering public contracts and employment thereunder, a mimeographed copy of which I enclose for your ready reference.

I would suggest that you file your claim not only with the Secretary of State but also with the Aetna Casualty and Surety Company. In conformity with the usual practice I am today bringing the matter to the attention of the bonding company.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:eo NOTED ON CARD

12-2-47 gl

**MOUNTAIN STATES POWER COMPANY**

Albany, Oregon
December 1, 1947

Oregon State Highway Commission
Salem, Oregon

Gentlemen;-

We are writing in regard to a charge we have against the Montag Construction Company in the sum of $934.51 which covers the cost of temporary construction to supply them with electric current for their Highway contract to construct a bridge at Jefferson, Oregon.

For some reason or another they seem to be slow in meeting the obligation. In as much as we have received no reply from them to date in response to previous billings, we felt that it would be a wise precaution to refer the matter to you with the request that you protect our interest in case a final settlement is made with them before the obligation is met.

We have no particular reason to believe that they will not take care of the charge when they get around to it, but in view of tardiness in payment we felt that we would be justified in regerring the matter to you to eliminate any possibility of default.

Very truly yours,
MOUNTAIN STATES POWER COMPANY
Ralph Knotts
Chief Clerk

ANSWERED
H. B. GLAISYER

NOTED ON CARD
12-2-47

12-2

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OREGON
STATE HIGHWAY COMMISSION

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November 5, 1947

Honorable County Court of Marion County
Salem, Oregon

Gentlemen:

Please be advised that the Steiwer Hill-Albany Section of the Pacific Highway, as reconstructed, has now been completed and opened for traffic.

As provided in a resolution adopted July 9, 1945 and approved by the County Court of Marion County, the old route of the Pacific Highway from a point near Miller Creek to the Linn-Marion County line is now a state secondary highway and under the jurisdiction and authority of the Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Oscar Cutler

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November 5, 1947

Honorable County Court of Linn County
Albany, Oregon

Gentlemen:

Please be advised that the Steiwer Hill-Albany Section, a relocation and reconstruction of the Pacific Highway, has been completed.

In accordance with an agreement executed June 19, 1945 between the Linn County Court and the State Highway Commission, the county agrees to take back as a county road, and assume jurisdiction therefor, a section of the former route of the Pacific Highway from the overhead crossing approximately two miles southerly from Jefferson to a connection with the relocated Pacific Highway north of Albany.

The responsibility of the county begins on November 1, 1947.

Very truly yours,

R. H. Baldock
State Highway Engineer

OC:me

cc Mr. Oscar Cutler

RECEIVED

FOR FILING

176 (9)

September 16, 1947

The Aetna Casualty and Surety Co.
Bates, Lively & Pearson
Yeon Building
Portland 4, Oregon

Gentlemen:

This note is to inform you that we have received in this office a letter from the Pittsburgh-Des Moines Steel Company, 1015 Tuttle Street, Des Moines 8, Iowa, that that company has received a check from C. J. Montag & Sons, Portland, in the amount of $1,026.98 in payment of the balance due on their claim against the contractor for work performed on the Steiwer Hill-Albany Bridges on the Pacific Highway East, in Marion and Linn Counties, State Highway Contract No. 2737.

The company states that acceptance of this check is subject to clearance through the bank.

We are notifying you of this settlement because you appear as surety in connection with this contract.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

eo

cc - C. J. Montag & Sons
317 Builders Exchange Building
Portland 4, Oregon

NOTED ON CARD

9-16-47

September 16, 1947

Pittsburgh-Des Moines Steel Company
1015 Tuttle Street
Des Moines 8, Iowa

Attention: Mr. E. L. Murray
Credit Manager

Dear Mr. Murray:

Thank you very much for your letter of September 9, 1947, advising that you have received a check from C. J. Montag & Sons, of Portland, Oregon, in the amount of $1,026.98 in payment of the balance due on your claim against the contractor for work performed on the Steiwer Hill-Albany Bridges on the Pacific Highway East, in Marion and Linn Counties, State Highway Contract No. 2737.

We appreciate your courtesy in notifying us of this payment and we are noting receipt of your letter in our records.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

co

NOTED ON CARD
9-16-47 gl

**PITTSBURGH-DES MOINES STEEL COMPANY**

OFFICES:
CHICAGO, ILL. PITTSBURGH, PA.
DALLAS, TEXAS NEW YORK CITY
DES MOINES, IA. SAN FRANCISCO, CAL.
SEATTLE, WASH

TANKS, TOWERS, STRUCTURAL STEEL, BRIDGES,
MUNICIPAL WATERWORKS
& INCINERATORS

WORKS:
PITTSBURGH, PA.
DES MOINES, IA.

CABLE ADDRESS: "PITTDEMOIN" NEW YORK
CODE: WESTERN UNION 5 LETTER EDITION

1015 TUTTLE STREET

REFERENCE

Des Moines 8, Iowa.

September 9, 1947

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Gentlemen:-

We have had some correspondence with you concerning a contract which we had with C. J. Montag & Sons of Portland, Oregon on State Highway contract No. 3747 Linn & Marion Counties, Oregon, project No. SN-FAP176(a).

Yesterday we received a check from Montag & Sons for $1,026.98 which is offered to us in payment of the balance due on this project. However, the acceptance of this check, of course, is subject to the check being cleared through the bank.

However, we are passing this information on to you in order that you may know that an attempt has been made to settle with us on the matter which we have been writing about at various intervals.

Yours truly,

PITTSBURGH-DES MOINES STEEL COMPANY

By: ELMurray

E. L. Murray,
Credit Manager

ELM/bf

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OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

176 (9)

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

August 22, 1947
Salem, Oregon

SUBJECT: Steiwer Hill-Albany Bridges

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

All work on contract for constructing bridges on Steiwer Hill-Albany Section was completed July 29, 1947. This is Contract No. 2737, C. J. Montag and Sons Contractor.

Please get the acceptance of the Commission and authority to make final payment.

Very truly yours,

W A Reeves
W. A. Reeves
Bridge Office Engineer

WAR EC
cc W. A. Reeves

August 26, 1947
H B Glaisyer

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FOR FILING

176(9)

August 20, 1947

The Aetna Casualty and Surety Co.
Bates, Lively & Pearson, Agent
Yeon Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to C.J. Montag & Sons, on contract No. 2737, covering Steiwer Hill-Albany Bridges on the Pacific Highway East, in Marion and Linn Counties. This payment, in the amount of $24,639.20, will be made on or after August 20, 1947. The retained percentage is $15,777.26.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands insurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

cc: C.J. [illegible]
[illegible]
[illegible]

Secretary

gl

NOTED ON CARD

8-21-47, gl

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176 (9)

August 6, 1947

The Aetna Casualty and Surety Co.
Bates, Lively & Pearson, Agent
Yeon Building
Portland 4, Oregon

Gentlemen:

I enclose herewith copy of a letter received from the Forest Products Treating Company, in which they advise that C.J. Montag & Sons have paid their account with them in full, amounting to $1,386.69, for treating timbers in connection with their contract No. 2737, covering the Steiwer Hill-Albany Bridges on the Pacific Highway East, in Marion and Linn Counties.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl
encl. 1

cc: C.J. Montag & Sons
317 Builders Exchange Bldg.
Portland 4, Oregon

NOTED ON CARD

**FOREST PRODUCTS TREATING COMPANY**
PRODUCERS & PRESERVERS
OF
POSTS · POLES · PILING
LUMBER · TIMBERS
CROSS TIES
PORTLAND 5. OREGON

PLANTS
THE DALLES, OREGON
LARAMIE, WYOMING
WALDEN, COLORADO

GENERAL OFFICE
824 PITTOCK BLOCK
PORTLAND 5, OREGON

August 5, 1947

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen: C-3064

Please refer to your letter of June 27th, and previous correspondence in regard to contract No. 2737, with C. J. Montag, covering construction of the bridges on the Steiwer Hill - Albany Section of the Pacific Highway East.

We are pleased to report that the contractor has now paid his account in full and we therefore do not have any claim against his contract and bond.

Thanking you again for your cooperation, we are,

Yours very truly,
FOREST PRODUCTS TREATING COMPANY

H. P. Foster
H. P. Foster
Office Manager

HPF:jh

acknowledge with thanks
note or card
notify surety & contractor that
we have this notice - send copy of letter

RECEIVED
AUG 6 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 7 1947
FOR FILING

176 (4)

August 6, 1947

Forest Products Treating Company
824 Pittock Block
Portland 5
Oregon

Gentlemen:

We acknowledge and thank you for your letter of August 5, in which you state that C.J. Montag & Sons have now paid their account with you in full, amounting to $1,386.69, for treating timbers in connection with their contract No. 2737 with the State Highway Commission, covering the Steiwer Hill-Albany Bridges on the Pacific Highway East, in Marion and Linn Counties.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

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8-6-47 gl

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42722

July 10th, 1947

NOTED
H. B. GLAISYER

Forest Products Treating Company
824 Pittock Block
Portland 5, Oregon

Gentlemen:

We have been informed by our bonding company that you have filed a claim with the State for $1366.69 as balance due on treated lumber furnished by you for use on the Santiam river overflow bridges.

This balance was retained by us until we received copy of our finalestimate for this job. The estimate shows a total of 396,530 feet of treated lumber used in the construction of these overflow bridges, while you have billed us for 404,901 feet. This discrepancy of 8,371 feet amounts to $874.71.

When and if this discrepancy is explained your bill will be paid in full.

Yours very truly

C. J. Montag & Sons

By C.C. Montag

Copy to Oregon State Highway Commission
" " Bates, Lively & Pearson

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OREGON
STATE HIGHWAY COMMISSION

NOTED
F. QUERY

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FOR FILING

176(9)

July 3, 1947

Pittsburgh-Des Moines Steel Company
1015 Tuttle Street
Des Moines 8, Iowa

Attention: E. L. Murray, Credit Manager

Gentlemen:

This is in reply to your letter of June 24 in which you state that you have an amount of $1026.98 owed to you by C. J. Montag & Son for materials furnished on Contract No. 2737 for the construction of bridges on the Pacific Highway in Marion and Linn Counties.

Inquiry from the Bridge Department reveals that this contract is still incomplete. However, present indications are that it will be completed probably in the latter part of July.

The Forest Products Treating Company have written to us stating that the contractor as of June 27 owed them $1386.69. We do not know, as yet, if they have filed a claim with the Secretary of State. We have, however, notified the contractor's surety, the Aetna Casualty and Surety Company, that the Forest Products Treating Company had advised us of this unpaid claim.

The six months period allowed by the state for filing of claims against state highway jobs will start the day the job is formally accepted by the Highway Commission.

It may be of interest to you that the State Highway Commission is retaining $40,944.26 pending completion and acceptance of the project.

Yours very truly,
OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dr 7/8

**PITTSBURGH-DES MOINES STEEL COMPANY**

**TANKS, TOWERS, STRUCTURAL STEEL, BRIDGES,**
**MUNICIPAL WATERWORKS**
**& INCINERATORS**

OFFICES:
CHICAGO, ILL.
DALLAS, TEXAS
DES MOINES, IA.
PITTSBURGH, PA.
NEW YORK CITY
SAN FRANCISCO, CAL.
SEATTLE, WASH

WORKS:
PITTSBURGH, PA.
DES MOINES, IA.

CABLE ADDRESS: "PITTDEMOIN" NEW YORK
CODE: WESTERN UNION 5 LETTER EDITION

1015 TUTTLE STREET

**Des Moines 8, Iowa.**

REFERENCE

June 24, 1947

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Gentlemen:-

The last letter that I find in my file issued by you was dated January 21, 1947 concerning a contract between your State Highway Commission, No. 2737 and C. J. Montag & Son on the Marion & Linn Counties project. In your letter of January 21st you stated that the extension of time was approved by the commission to April 1, 1947 and that a further extension might be necessary to complete the work.

We have received all of our money with exception of $1026.98 and since our material has been furnished from March to and including June 1946, we are anxious to receive final payment on our contract.

Therefore, we would like to know if the bridge project has been accepted by the State and final estimate approved for payment. We would also like to know if any claims have been filed by the contractor's creditors against his contract and surety bond.

May we have your prompt reply in order that we may follow the matter through with the contract.

[illegible]
5445

Believe we wrote
letter a few days ago

Yours truly,

PITTSBURGH-DES MOINES STEEL COMPANY

By: E. L. Murray bf

E. L. Murray,
Credit Manager

ELM/bf

RECEIVED
JUN 30 1947
OREGON
STATE HIGHWAY COMMISSION

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JUL 1 1947
FOR FILING

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#2147

June 27, 1947

The Aetna Casualty and Surety Co.
Bates, Lively & Pearson, Agent
Yeon Bldg.
Portland 4, Oregon

Gentlemen:

This note is to inform you that we have just been advised by the Forest Products Treating Company that C. J. Montag & Sons, contractor for the bridges on the Steiwer Hill-Albany Section of the Pacific Highway East, are indebted to the Company in the amount of $1,386.69 and invoices are past due since last December.

This information is given to you because you appear as surety for C. J. Montag & Sons in connection with this job.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

HBG:gl

NOTED ON CARD
6-27-47 gl

RECEIVED
JUL 1 1947
FOR FILING

176(9)

June 27, 1947

Forest Products Treating Company
824 Pittock Block
Portland 5
Oregon

Gentlemen:

Reply is made to your letter of June 26, inquiring as to the status of the J. C. Montag Contract No. 2737, covering construction of the bridges on the Steiner Hill-Albany Section of the Pacific Highway East, in Marion and Linn Counties.

Inquiry from the Bridge Department reveals that this contract is still in an incomplete status, however, present indications are that it will be completed in about thirty days, and in that case, and if it is completed in that time, the probability is that it will be presented to the State Highway Commission for acceptance at its meeting in August. The six month's period allowed by the state for filing claims against State Highway jobs will start the day the job is formally accepted by the Highway Commission. Our records further disclose that the State Highway Commission is retaining $40,944.26 pending completion and acceptance of the project.

I note your claim, in the amount of $1,386.69, against this job and will bring it to the attention of the The Aetna Casualty and Surety Company that wrote the bond in connection with this contract.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:gl

NOTED ON CARD
6-21-47 g

PRODUCTS TREATING COMPANY

PRODUCERS & PRESERVERS
OF
POSTS - POLES - PILING
LUMBER - TIMBERS
CROSS TIES

PORTLAND 5, OREGON

OREGON
WYOMING
COLORADO

GENERAL OFFICE
824 PITTOCK BLOCK
PORTLAND 5, OREGON

June 26, 1947

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Dear Mr. Glaisyer: C-3064

On October 16, 1946, we wrote you and you replied under date of October 17, 1946, in regard to our claim against C. J. Montag and Sons for material furnished in connection with State Highway Contract No. 2737 for the construction of bridges on the Steiwer Hill - Albany Section of the Pacific Highway East.

There is a balance of $1,386.69 still due from the contractor on our invoices which has been past due since last December.

It will be greatly appreciated if you will advise us as to the status of this work at this time, so that we may decide what action should be taken in order to protect this account. Also, if consistent, we would like to be advised with regard to the status of payments to the contractor by the state.

Thanking you for your cooperation, we are

Yours very truly,

FOREST PRODUCTS TREATING COMPANY

H. P. Foster
Office Manager

HPF:jh

ANSWERED
H. B. GLAISYER

REFERRED TO
Query
BY SECRETARY
give me information for reply

RECEIVED
JUN 27 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 25 1947
FOR FILING

176 (9)

#2737

June 24, 1947

Pittsburgh-Des Moines Steel Company
1015 Tuttle Street
Des Moines 8, Iowa

Attention: E. L. Murray, Credit Manager

Gentlemen:

This will acknowledge receipt of your letter of June 10th in which you ask for some information on a bridge constructed by G. J. Montag and Sons on State Highway Contract No. ~~1747~~. 2737

We find that the bridge work is not, as yet, complete. Part of the structural steel paneling still remains to be done. We expect that the job will be completed about July 15, 1947. Seven and one-half percent of the contract price has been retained pending completion and acceptance of the project.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Contract price
545,923.50

Secretary

FAQ:dr

**PITTSBURGH-DES MOINES STEEL COMPANY**

**TANKS, TOWERS, STRUCTURAL STEEL, BRIDGES, MUNICIPAL WATERWORKS & INCINERATORS**

OFFICES:
CHICAGO, ILL. PITTSBURGH, PA.
DALLAS, TEXAS NEW YORK CITY
DES MOINES, IA. SAN FRANCISCO, CAL.
SEATTLE, WASH

WORKS:
PITTSBURGH, PA.
DES MOINES, IA.

CABLE ADDRESS: "PITTDEMOIN" NEW YORK
CODE: WESTERN UNION 5 LETTER EDITION

1015 TUTTLE STREET

**Des Moines 8, Iowa.**

REFERENCE

June 10, 1947

Work not quite complete. Part of structural steel painting still remains to be done. Expect entire completion by July 15, 1947

W

Oregon State Highway Commission
Salem, Oregon

Attention: Highway Auditor

Gentlemen:-

We are still interested in a bridge constructed by C. J. Montag & Sons on your state highway contract No. 2737 ~~4747~~ in Marion & Linn Counties, Oregon.

We still have a balance of $1,026.98 due us for materials furnished and we would like to know if the contract has been completed, approved, and paid for.

Yours truly,

PITTSBURGH-DES MOINES STEEL COMPANY

By: E. L. Murray
E. L. Murray,
Credit Manager

ELM/bf

1,640,000 # Steel
1839.76 lin. ft. metal rail

7½ % until completion of entire project
Estimated that project will be completed before 7-15-47

REFERRED TO
Query
BY SECRETARY

Please get me data for reply.
George,

RECEIVED
JUN 11 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 30 1947
FOR FILING

176-9

cy. w.o. Fig

2

Salem, Oregon
April 28, 1947

Mr. G. S. Paxson

Herewith a letter from J. M. Devers, together with a copy of a letter from Ernest W. Jacobson of The Union Central Life Insurance Company, relating to erosion damage by the Santiam River, which he alleges has been caused by action of the bridge contractor.

Please make a full report on the situation in order that I may advise Mr. Devers as to the facts.

R. H. Baldock

RHB:hi
Encl.

RECEIVED
APR 3 1947
FOR FILING

176-9

April 2, 1947

C. J. Montag & Sons
317 Builders Exchange Bldg.
Portland 4
Oregon

Gentlemen:

The State Highway Commission, at its meeting on March 25, 1947, had under discussion your request for an extension of time of 120 days, from March 31 to July 29, 1947, within which to complete your contract, No. 2757, for the Steiner Hill-Albany Section of the Pacific Highway East in Coos County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was not based on the reasons given in your application for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

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MAR 18 1947
FOR FILING

176 (9)

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1947

SUBJECT: Contract No. 2737

To:

Mr. R. H. Baldock
State Highway Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

Herewith request for time extension on the Santiam River Bridge, together with the concurrence of the Public Roads Administration in this time extension.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP GM
Attached
cc W. A. Reeves

RECEIVED
JAN 22 1947
FOR FILING

176-(9)

January 21, 1947

Pittsburgh-Des Moines Steel Company
1015 Tuttle Street
Des Moines 8
Iowa

ATTENTION: Mr. E.L.Murray
Credit Manager

Dear Mr. Murray:

Reference your letter of January 15 in connection with State Highway contract No. 2737, with C. J. Montag & Son, covering Staiwer Hill-Albany Bridges on the Pacific Highway East, in Marion and Linn Counties.

There has been an extension of time approved by the Highway Commission on the above contract until April 1, 1947, however, it appears now that another extension will be required before the job is completed. The following payments have been made to the contractor since my last letter to you under date of October 21, 1946:

$16,959.76 being the October 15 estimate mentioned in my last letter as the estimate "now going through"
37,266.00 Nov. 15 estimate
15,494.52 Dec. 15 estimate
26,152.70 Jan. 15 estimate now in process of payment. The amount of retained percentage is still $40,944.26.

We have not been advised of any settlement with the Forest Products Treating Company.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

**PITTSBURGH-DES MOINES STEEL COMPANY,**

**TANKS, TOWERS, STRUCTURAL STEEL, BRIDGES,
MUNICIPAL WATERWORKS
& INCINERATORS**

OFFICES:
CHICAGO, ILL. PITTSBURGH, PA.
DALLAS, TEXAS NEW YORK CITY
DES MOINES, IA. SAN FRANCISCO, CAL.
SEATTLE, WASH.

WORKS
PITTSBURGH, PA.
DES MOINES, IA.

CABLE ADDRESS: "PITTDEMOIN" NEW YORK
CODE: WESTERN UNION 5 LETTER EDITION

1015 TUTTLE STREET

REFERENCE

**Des Moines 8, Iowa.**

January 15, 1947

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Gentlemen:

You were kind enough to write us on October 21, 1946 giving us information concerning the general contract which your Commission has with C. J. Montag & Son, known as contract No. 2737 in connection with the Linn & Marion Counties project. The contractor is still indebted to us for approximately $8,100.00 and our material has been furnished since March, April, May, and June.

In your last letter you mentioned that the project would be completed approximately April 1, 1947. We are wondering whether or not you have allowed any additional estimates to the contractor since writing your letter of October 21st. Also, was the claim filed by the Forest Products Treating Company of Portland, Oregon paid and disposed of on the state records?

We would like to have your reply promptly and the same will be held strictly confidential.

Yours truly,

PITTSBURGH-DES MOINES STEEL COMPANY

By: E. L. Murray

E. L. Murray,
Credit Manager

ELM/bf
cc - H. D. Fowler

REFERRED TO [illegible]
BY SECRETARY
[illegible]

RECEIVED
JAN 20 1947
OREGON
STATE HIGHWAY COMMISSION

Estimates since Oct. 15th which was given to you in Letter of Oct 21

| Date of Est. | Total Work Comp. | Retained Percentage | Total Payment |
|---|---|---|---|
| Nov 15 | $434,510^{50}$ | 40,944.26 | $393,566^{24}$ |
| Dec 15 | $450,005^{02}$ | 40,944.26 | $409,060^{76}$ |
| Jan 15 | $476,157^{72}$ | 40,944.26 | $435,213^{76}$ |

Their Payment

| | |
|---|---|
| Nov 15 | 37,266.00 |
| Dec 15 | 15 494.52 |
| Jan 15 | 26,152.70 in process of ~~payment~~ |

weight of steel is now being checked.

ion, at it's meeting on
xtension of time requested,
, 1937, without penalty, in
g the Winder-Hill-Albany
, in Marion and Linn Counties.

truly yours

HE STATE HIGHWAY COMMISSION

retary

RECEIVED
NOV 7 1946
FOR FILING

176-(9)

November 6, 1946

C. J. Montag & Sons
317 Railway Exchange Bldg.
Portland 4
Oregon

Gentlemen:

The State Highway Commission, at it's meeting on October 29, 1946, granted you the extension of time requested, from September 30, 1946 to March 31, 1947, without penalty, in connection with contract No. 2757 for the Steiwer Hill-Albany Bridges on the Pacific Highway East, in Marion and Linn Counties.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

RECEIVED
NOV 7 1946
FOR FILING

176(9)

Salem, Oregon
November 6, 1946

Time Extensions

Mr. G. S. Paxson

BUILDING

Dear Mr. Paxson:

The State Highway Commission at its meeting on October 29, 1946, approved the extension of time, without penalty, requested by C. J. Montag & sons, on Contract No. 2737, covering the steiwer Hill-Albany Bridges on the Pacific Highway East in Marion & Linn Counties, extended from September 30, 1946 to March 31, 1947.

Very truly yours,

Secretary

HBG:jf

**PITTSBURGH-DES MOINES STEEL COMPANY,**

TANKS, TOWERS, STRUCTURAL STEEL, BRIDGES,
MUNICIPAL WATERWORKS
& INCINERATORS

OFFICES:
CHICAGO, ILL. PITTSBURGH, P
DALLAS, TEXAS NEW YORK CIT
DES MOINES, IA. SAN FRANCISC
SEATTLE, WASH

WORKS:
PITTSBURGH, PA
DES MOINES, IA

CABLE ADDRESS: "PITTDEMOIN" NEW YORK
CODE: WESTERN UNION 5 LETTER EDITION

1015 TUTTLE STREET
Des Moines 8, Iowa.

RECEIVED
NOV 13 1946
FOR FILING

October 25, 1946

REFER
SN-1-A-FAP-176-(1)

Oregon State Highway Commission
Salem, Oregon

ATTENTION OF MR. H. B. GLAISYER, SECRETARY

Gentlemen:

Your letter of October 21st received in answer to my recent letter concerning the questions that we asked about the C. J. Montag & Son Contract #2737 with your State Highway Commission.

I appreciate kindly receiving the information given us, and it is not our intention at this time to file a claim. However, we will keep in touch with you as to the progress of this work.

LB

Yours very truly,

PITTSBURGH-DES MOINES STEEL COMPANY

E. L. Murray

E. L. Murray
Credit Manager

NOTED
H. B. GLAISYER

REFERRED TO
BY SECRETARY

RECEIVED
OCT 28 1946
STATE HIGHWAY COMMISSION

RECEIVED
OCT 22 1946
FOR FILING

October 21, 1946

Pittsburgh-Des Moines Steel Company
1015 Tuttle Street
Des Moines 8, Iowa

Attention: Mr. E. L. Murray
Credit Manager

Dear Mr. Murray:

The following information concerning the G. J. Montag and Son contract, No. 2737, with the Oregon State Highway Commission for construction of bridges on the Pacific Highway East in Marion and Linn Counties, Oregon, is furnished in response to your request of October 15. I trust that it is satisfactory for your purposes.

| | |
|---|---|
| Contract amount | $543,923.50 |
| Amount paid to contractor | 339,340.48 |
| Retained percentage | 40,944.26 |
| Total amount earned by contractor | 380,284.74 |
| Total amount of estimates to date | 397,244.50 ** |
| Has work been completed? | NO |
| Has work been satisfactory to date? | YES |
| Estimated date of completion | April 1, 1947 |
| Are there any claims filed against contractor? | YES |

Forest Products Treating Co., Portland - amount not stated

** This includes an estimate amounting to $16,959.76 which is now going through and will be forwarded to the contractor within a few days.

In the event you find it necessary to file a form of claim against this contractor, you should do so in conformity with Section 98-101, O.C.L.A., a mimeographed copy of which I enclose for your ready information. You will note that the claim must be filed with the Secretary of State. We will appreciate receiving a duplicate for the records and files of the Highway Commission.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee
Enc.

**PITTSBURGH-DES MOINES STEEL COMPANY,**

TANKS, TOWERS, STRUCTURAL STEEL, BRIDGES,
MUNICIPAL WATERWORKS
& INCINERATORS

OFFICES:
CHICAGO, ILL. PITTSBURGH, PA.
DALLAS, TEXAS NEW YORK CITY
DES MOINES, IA. SAN FRANCISCO, CAL.
SEATTLE, WASH.

WORKS:
PITTSBURGH, PA.
DES MOINES, IA.

CABLE ADDRESS: "PITTDEMOIN" NEW YORK
CODE: WESTERN UNION 5 LETTER EDITION

1015 TUTTLE STREET

REFERENCE

Des Moines 8, Iowa.

October 15, 1946

Oregon State Highway Commission
Salem, Oregon

Attention: Secretary

Gentlemen:

ANSWERED
H. B. GLAISYER

You were kind enough to write us on May 21, 1946 concerning our making inquiry regarding the C. J. Montag & Sons bridge contract for work in Marion and Linn Counties, Oregon, project SN-U-A-FAP 176(9).

We furnished structural steel to the bridge contractor during March, April, May, and June totaling $122,143.55. Payments have been received by us from the contractor totaling $98,824.86 leaving an unpaid balance of $23,378.69. We recently wrote a letter to Mr. Montag asking if and when he expected to complete construction of the work and when we could have final payment. At this writing we have not heard from him.

We would appreciate your advising us how much money the state has allowed in estimates to the contractor, the amount of the retained percentage, and how much has been paid in cash and whether or not the work is completed and accepted and if the work so far has been satisfactory to the state. If any creditors of the contractor have filed claims with the state commission, we would also appreciate a statement to this effect; however, we do not believe any claims have been files.

This information shall be held strictly confidential by us and we would appreciate your treating this letter, when you receive it, as strictly confidential, for your files only. We would like to have your reply as promptly as possible.

REFERRED TO
[illegible]
SECRETARY

Get me the facts for reply
HBG

Yours truly,

PITTSBURGH-DES MOINES STEEL COMPANY

By: E. L. Murray B.F.
E. L. Murray,
Credit Manager

ELM/bf
cc - H.D.Fowler

C. J. MONTAG and SONS
317 Railway Exchange Building
Portland 4, Ore.

STEIWER HILL-ALBANY BRIDGES CONTRACT NO. 2737
MARION and LINN COUNTIES

Contract amount . . . . . . . . . . . . . . . . . $543,923.50

Amount paid to contractor . . . . . . . . . [redacted] 339,340.48

Retained percentage . . . . . . . . . . . . . . 40,944.26
Total amount earned by contractor - - - - 380,284.74
Total amount of estimates to date . . . . . . . . ***397,244.50

Has work been completed? . . . . . . . . . . NO

Has work been satisfactory to date . . . . . YES

Estimated date of completion . . . . . . . . April 1, 1947

Are there any claims filed against contractor? [redacted] yes - Forest Products Treating Co Portland - amount not stated

*** This includes an estimate amounting to $16,959.76 which is now going through and will be forwarded to the contractor within a few days.

339,340.48
40,944.26
380,284.74
16,959.76
397,244.50

P.1-5

RECEIVED
OCT 19 1946
FOR FILING

176 (9)

REFERRED TO
BY SECRETARY

note claim on
record card.

October 17, 1946

Forest Products Treating Company
824 Pittock Block
Portland 5, Oregon

Attention: Mr. H. P. Foster
Office Manager

Dear Mr. Foster:

This acknowledges your letter of October 16 advising that you have a claim against C. J. Montag and Sons arising out of State Highway Contract No. 2737 for the construction of bridges on the Steiwer Hill-Albany Section of the Pacific Highway East and requesting that you be notified when this contract is completed and accepted by the Highway Commission.

Memorandum is being made on the card record of this job calling attention to your claim and to your request for notification when the job is accepted. We will endeavor to provide you with such information although it is somewhat of a deviation from customary procedure.

According to our Bridge Department, this job is scheduled for completion on or before March 31, 1947, and in order that we do not overlook notifying you when the job is done, I would suggest that you write again about that time, and we will be pleased to give you the benefit of any information that may then be available.

In the meantime, I would suggest that you file notice of your claim with the Secretary of State in conformity with provisions of Section 98-101, O.C.L.A., a mimeographed copy of which I enclose, with a copy of your formal notice to this office.

Following the usual procedure, I am today bringing your claim to the attention of the surety on the bond furnished by C. J. Montag and Sons in connection with this job. The bond was written by The Aetna Casualty and Surety Company for which Bates, Lively and Pearson are local agents with offices in the Yeon Building, Portland 4, Oregon.

Respectfully yours,

NOTED ON CARD
10-17-46

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee
Enc.

October 17, 1946

The Aetna Casualty and Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland 4, Oregon

Gentlemen:

Attached hereto is a copy of a letter that the State Highway Commission has just received from Forest Products Treating Company concerning their claim against G. J. Montag and Sons arising out of Contract No. 2737 for construction of bridges on the Steiwer Hill-Albany Section of the Pacific Highway East.

This is handed you inasmuch as you appear as surety on the bond furnished by the contractor in connection with this job.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee
Enc.

cc - G. J. Montag and Sons
317 Railway Exchange Building
Portland 4, Oregon

**FOREST PRODUCTS TREATING COMPANY**
PRODUCERS & PRESERVERS
OF
POSTS - POLES - PILING
LUMBER - TIMBERS
CROSS TIES
PORTLAND 5, OREGON

PLANTS
THE DALLES, OREGON
LARAMIE, WYOMING
WALDEN, COLORADO

GENERAL OFFICE
824 PITTOCK BLOCK
PORTLAND 5, OREGON

October 16, 1946

State of Oregon
State Highway Commission
Salem, Oregon

C-3064

Gentlemen:

Referring to contract No. 2737 with C. J. Montag & Sons for construction of bridges on the Steiwer Hill - Albany Section of the Pacific Highway.

Our company is furnishing the treated timbers for these structures for which our invoices aggregating a considerable sum are unpaid.

It will be appreciated if you will place this letter on file and notify us when the contract has been completed and accepted by affirmative action of your commission.

Yours very truly,

FOREST PRODUCTS TREATING COMPANY

H P Foster
H. P. Foster
Office Manager

HPF:jh

ANSWERED
H. B. GLAISYER

RECEIVED
OCT 17 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 9 1946
FOR FILING

**OREGON STATE HIGHWAY COMMISSION**

INTER-DEPARTMENT CORRESPONDENCE

176-7

Salem, Oregon
September 21, 1946

NOTED
State Highway Engineer

SUBJECT: Damage to the Arthur White property north of the Santiam River

To:

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

I have read Mr. Devers' letter relative to the proposed protection of the Arthur White property just below overflow trestle No. 2, on the Santiam River Section of the Pacific Highway. The question is whether we should make a relatively large expenditure to provide the best protection we know how to put in, or whether we should do a lesser amount of work which should protect against any ordinary flood, but which probably would not protect against a flood of the magnitude of that which occurred last winter.

The McKenzie plan is not guaranteed to prevent all damage. It is the best we know how to do and has worked satisfactorily in other installations. No one can guarantee the action of a stream in flood. Even had we trestled the full width of the overflow flat, we could not say that no wash would have occurred. There has been a great deal of erosion in the past. This is shown by the numerous overflow channels which have been cut across the flood plain.

We must admit the responsibility for concentrating the water at this point and starting the erosion below the bridge and we should pay for any damage done. We can only estimate the damage which might occur. It appears that even if a new channel were cut completely across the field to the lower overflow channel, the total damage would be much less than the cost of the work recommended by Mr. McKenzie.

The erosion which took place last year occurred during one of the worst floods of recent years. Such floods are estimated to happen on the average of once each 20 years. The U. S. Engineers have a dam on the North Santiam River scheduled for early construction. When this dam is completed, there is little probability of any flood of sufficient size to cause further erosion.

The riprapping which I have recommended stands a good chance of protecting White's property against any ordinary high water. It is not as complete a protection as that recommended by Mr. McKenzie. When the dam is built, I believe it will be entirely adequate.

In view of the probability of the early construction of the North Santiam River dam with the resultant lowering of the flood water height and the less probability of damage to the White property, I do not believe we are justified in spending $6,000 to guard against damage that, even in the maximum amount which can be reasonably anticipated, will be less than this cost. I also do not believe that, in fairness both to Mr. White and the State, we should attempt to estimate and settle with him at this time, a damage which we are not sure will happen, and, if it should happen, will be in an unknown amount.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP GM

FORM E-50 25M 7-45

**OREGON STATE HIGHWAY COMMISSION**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 12, 1946

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

I have just read Mr. Paxson's letter to you relative to the condition which Mr. Arthur White has presented and which grows out of conditions provoked by some trestle construction related to the Santiam River.

In Mr. Paxson's letter he says that the scheme outlined by Mr. McKenzie of the Army Engineers calls for an expenditure of approximately $6,000.00. Mr. Paxson also says that the erosion concerning which Mr. White complains may result in damage to four or five acres and the severance of another eight or ten acres of Mr. White's land.

It appears from Mr. Paxson's letter that the plan proposed by Mr. McKenzie has all the possibilities of a complete remedy. As opposed to that plan it is recommended that the State spend four or five hundred dollars in rip rap work along the edge of the field. It is conceded, however, that the rip rap will not insure against damage to Mr. White, but it is proposed that we proceed on the theory that whatever damage we do we can later pay for.

I have difficulty in joining in that sort of philosophy, for as it appeals to me it means simply this: Mr. White has some property which under present conditions may be seriously damaged by reason of the State's facilities. We can safeguard that property by the expenditure of $6,000.00 or we can spend $500.00 and take a chance on completely destroying Mr. White's property. I think we should have in mind that if the damage results it may not be confined to the four or five acres which will be submerged or eroded and the additional ten acres which will be severed, for we know that when erosion takes place and when water starts on a wild rampage it is difficult to anticipate the limits within which damage may take place.

If it does not seem wise to spend $6,000.00 for a complete remedy, then it seems to me we should negotiate now with Mr. White and make some settlement with him, probably along the lines the Government takes when it takes releases for flooding conditions resulting from the construction of dams. Anyway, I think it is rather harsh to measure Mr. White's rights on the premise of savings to the State.

I am ready to discuss this with you any time.

Yours very truly,

J M Devers

J. M. DEVERS

JMD:AW

RECEIVED
AUG 27 1946
FOR FILING

176-7
#2737

Salem, Oregon
August 26, 1946

Drainage, J. E. Murdock property
south of Jefferson

Mr. E. G. Smith

Herewith correspondence which is self-explanatory.

Will you please investigate this with Mr. Paxson of the Bridge Department? To that end I have made an appointment with Mr. Murdock at his house tomorrow at ~~2:00~~ p.m.
1:30

R. H. Baldock

RHB:hl
cc Mr. G. S. Paxson
Mr. F. B. Eason

RECEIVED
[illegible]
FOR FILING

FAP 1769

July 22, 1946

G. J. Montag & Sons
317 Railway Exchange Building
Portland 4, Oregon

Gentlemen:

Re: Progress on bridges on Steiwer Hill-
Albany Section of the Pacific Highway

The contract for the structures on the Steiwer Hill-Albany Section of the Pacific Highway was awarded to you May 29, 1945, with a completion date of September 30, 1946 and the further provision that the trestle bridges should be completed on or before March 31, 1946. Your work has been held up because of the shortage of treated lumber and some other critical materials. It is normally the contractor's responsibility to find his own source of supply for materials included in contracts which he undertakes. In view, however, of the seriousness of the material situation, we have gone further than we would normally feel required in assisting in the lining up of sources of supply. Material is now on hand for all except two of the overflow bridges on the north of the river and for the Murder Creek bridge and several of the overflow trestles on the south side of the river, and a promise of the delivery has been made for the remainder of this lumber, which should assure you the material as fast as you can possibly use it.

Our paving operations are being held up because of noncompletion of these structures, leaving us with a very considerable investment in grading which cannot be put to use. We are, therefore, requesting that you make every effort to assemble a sufficient crew and to organize your work so that these overflow trestles may be placed in shape so that paving operations can proceed. We fully realize the difficulty in obtaining an adequate crew under present labor conditions, but we must bring to your attention the importance of expediting this work and we ask your entire cooperation.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP GM

cc G. J. Montag & Sons
Jefferson, Oregon

G. S. Paxson

RECEIVED
MAY [illegible] 1946
FOR FILING
176-9

May 28, 1946

Mr. G. S. Paxson

Attached hereto is a list of those firms which furnished the lumber for the bridges on the Steiwer Hill-Albany Section. In furnishing this material, they suffered substantial financial loss, and Mr. Cook has suggested that a letter from me, expressing the appreciation of the State Highway Department, would be appropriate, in which thought I concur, and would appreciate your preparing such a letter to each of the companies listed for my signature. In writing the letter, Mr. Cook specifically asks that his name not be mentioned.

R. H. Baldock

RHB:HI

RECEIVED
MAY 22 1946
FOR FILING

176-9

May 21, 1946

Pittsburgh-Des Moines Steel Co.
1015 Tuttle Street
Des Moines 8, Iowa

Attention: Mr. E. L. Murray
Credit Manager

Gentlemen:

Reply is made to your letter of May 17 inquiring on what basis the Oregon State Highway Commission is paying G. J. Montag & Sons for contract bridge work on the Pacific Highway East, in Marion and Linn Counties, Oregon, Project No. SN-U-A-FAP 176 (9).

I note that you have a copy of the contract agreement, specifications, and bond covering this project. Such being the case, I refer you to page 19, Section 1.9.7—Partial Payments. This section will explain to you fully just how payments are made for the above-mentioned work. Should you desire any further information, we will be glad to furnish it upon request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee

**PITTSBURGH-DES MOINES STEEL COMPANY,**

TANKS, TOWERS, STRUCTURAL STEEL, BRIDGES,
MUNICIPAL WATERWORKS
& INCINERATORS

OFFICES:
CHICAGO, ILL. PITTSBURGH, PA
DALLAS, TEXAS NEW YORK CITY
DES MOINES, IA. SAN FRANCISCO, CAL
SEATTLE, WASH

WORKS:
PITTSBURGH, PA
DES MOINES, IA.

CABLE ADDRESS: "PITTDEMOIN" NEW YORK
CODE: WESTERN UNION & LETTER EDITION

1015 TUTTLE STREET

Des Moines 8, Iowa.

REFERENCE

May 17, 1946.

Oregon State Highway Commission,
Salem, Oregon.

Att'n: Highway Auditor.

Gentlemen:

Your Highway Commission entered into a contract with C. J. Montag & Sons, Contractors, of Portland, Oregon, to do certain bridge work on the Pacific Highway East in Marion and Linn Counties on Project SN-FAP 176(9).

We have before us a copy of the Specifications between Highway Commission and the Contractor which includes a copy of the Contract and the Surety Bond; however, we do not find any provision in this Specification and Contract as to the amount of monthly estimates the contractor is entitled to collect from the Highway Commission.

We are furnishing steel materials to the contractor and he has made a deduction of 10% as retainage and it is for this reason that we are asking you to tell us on what basis you are paying the contractor since our subcontract does not make any such provision.

Kindly keep this matter confidential and we would appreciate a prompt reply.

Yours truly,

PITTSBURGH-DES MOINES STEEL COMPANY

E. L. Murray,
Credit Manager.

RECEIVED
MAY 20 1946
OREGON
STATE HIGHWAY COMMISSION

KC

cc-H. D. Fowler.

ANSWERED
H. B. GLAISYER

Form E-1—5M—6-44

FAP 176(9)

## OREGON STATE HIGHWAY COMMISSION
## FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 16, 1946

Section Stiewer Hill - Albany

Kind of work Bridges

Highway Pacific East

Section prefix 22-1116

Contractor C. J. Montag and Sons

Contract number 2737

Date of contract May 29, 1945

Date of completion Sept. 30, 1946

Date work started June 23, 1945

Estimated date of completion Sept. 30, 1946

Amount of contract $ 546,073.50

Per cent of time elapsed 55.0 %

Estimated cost of completed project, exclusive of engineering $ 546,073.50

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ , %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party set stakes for cutoff on the bridge near the Talbot Road.

NOTED
RAY WEBBER

NOTED

NOTED
H. W. LIBBY

18 1946

RECEIVED
MAR 1 1946
OFFICE OF
CONST ENGINEER

NOTED

Signed

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  |  |  |
| Total estimated quantities |  |  |  |  |  |
| Estimated quantities moved or placed to date |  |  |  |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Percentages of men employed on contract to be secured from:

.............................. County, ........%; .............................. County, ........%; .............................. County, ........%; .............................. County, ........%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels .............., Power graders .............., Rollers .............., Mixers .............., Crushing or screening plants ..............

Compressors .............., Bulldozers .............., Sheep-foot rollers .............., . . . . . . .............., . . . . . . .............., . . . . . . ..............

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Showers |  |  |
| Monday | " |  |  |
| Tuesday | " |  |  |
| Wednesday | Cloudy |  |  |
| Thursday | Showers |  |  |
| Friday | " |  |  |
| Saturday | Cloudy |  |  |

STATE PRINTING DEPT.

RECEIVED
FEB 20 1946
FOR FILING

176-9

#2737

February 20, 1946

District Engineer
War Department
628 Pittock Block
Portland 5, Oregon

Attention of Colonel G. J. Zimmerman

Gentlemen:

Reference is made to your letter of February 12 concerning flood damage southwest of Jefferson.

After observation of the flood elevation and currents in the overflow area south of the Santiam River near Jefferson, we have made the following changes in the overflow bridges in the section of the new Pacific Highway from the Santiam River to the overcrossing of the Southern Pacific Railroad south of Jefferson. For the purpose of identification reference is made to sheet 4 of the vicinity maps attached to the permit issued by your office covering this work and dated March 8, 1944.

Bridge No. 4 has been lengthened 42 feet and the elevation of the bridge deck raised 1.5 feet. Bridge No. 5 has been raised 2.0 feet. An additional structure 105 feet in length will be installed at a point 1,000 feet south of Bridge No. 5. Bridge No. 6 has been lengthened 69 feet and the bridge deck raised 2.5 feet. Bridge No. 7 has been lengthened 42 feet and the bridge deck raised 3.0 feet.

In addition to the above changes in overflow bridges, we have added a double 7' 6" x 6' 0" reinforced concrete culvert just to the southwest of Gale Butte. This culvert is located approximately 300 feet southwest of Mr. Stowe's residence. The flow line of the culvert is approximately 4.5 feet below the elevation of the ground at the Stowe residence.

The experience in this flood indicated that the overflow openings and elevations of the overflow bridges north of the Santiam River were adequate and no changes in these structures are contemplated.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

GSP GM
cc G. S. Paxson

FORM E-30 25M 4-43

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 20, 1946

NOTED
C. B. McCullough

SUBJECT:

To: Mr. C. B. McCullough
Assistant State Highway Engineer
Office

✓

Dear Sir:

I am returning herewith a letter from Colonel Zimmerman of the U.S.E.D. and a copy of a letter written by Mr. Gerald Stowe to Colonel Zimmerman relative to high water damage.

The Stowe residence is approximately 300 feet above the new highway at a point just north of the Southern Pacific overcrossing at Jefferson Junction. The 1945 high water is the first flood since 1890 which was high enough to force flood water through the area between Gales Butte and the Southern Pacific Railroad tracks. The embankment for the new Pacific Highway in this section had only provided an 18-inch pipe in the low ground immediately southwest of Gales Butte. The flood waters backed up against this highway embankment until they reached a depth of approximately 5 feet, at which point the water overflowed the present Pacific Highway and drained off toward the south. This back water against our embankment flooded the low ground upon which Mr. Stowe's house is built, to a depth of approximately one foot above his floor level. Without question our embankment was the cause of this flooding. Had the embankment not been in place or had an adequate opening been provided, the flood water would have passed on to the south without rising to a height sufficient to have reached the floor elevation of the Stowe residence.

We have already issued a price agreement to the contractor for the construction of a double 7' 6" x 6' 0" concrete culvert in the low ground to the southwest of the Stowe residence. The flow line of this culvert is 4.5 feet lower than the ground at the Stowe house and should provide the necessary drainage to prevent a repetition of this damage.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP GM
Attached

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)

WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
628 Pittock Block
PORTLAND, OREGON

5

FARIS

February 12, 1946.

REFER TO FILE
NO.

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Inclosed is a copy of letter from Mr. Gerald Stowe, Route #2, Albany, Oregon, in which he indicates the extent of inundation and flood damage in the flood of December 1945 on Santiam River in the vicinity of the new highway embankment below Jefferson. Mr. Stowe claims that part of the damages in his neighborhood were due to lack of provision for certain openings in the embankment. It was suggested to Mr. Stowe that he present his case to engineers or other representatives of your organization.

Will you please inform this office if any changes are contemplated or made in the plans for overflow bridges or other openings in this embankment.

Very truly yours,

G. J. Zimmerman,
Colonel, Corps of Engineers,
Executive Officer.

1 Incl.:
Ltr. dtd. Jan 11, 1946,
from Gerald Stowe.

COPY

Albany, Ore.
Route No. 2
Jan., 11, 1946

Colonel Zimmerman,
℅ U. S. Army Engineers,
Pittock Bldg.,
Portland, Ore.

Dear Sir:

Your name and address has been handed to me by one of your engineers suggesting that I write you in regard to the flood which occured on the Santiam River Dec. 29th 1945.

When the Oregon State highway commission sent their right of way purchasers out to negotiate with the land owners of this sector which the new proposed route of 99E is now under construction, I tried to pursuade their man H. G. Benson to allow me to have a cattle under pass at a low point on my ranch which some flow of water passes through each winter due to springs, but since in his eyes I didn't appeal to him as being wise, to helping out the flood cause in addition to pasturing my dairy cows, I was of course turned down flatly, and with a thumbs down attitude of even giving it the second thought of reconsidering my idea.

When the back waters from the Santiam River came on Dec. 29th, the Highway grade was in, and all that was open for the flood waters to pass through was about 12 ft. at one opening, and about 40 ft. at a much higher level, so naturally we were quite taken unaware of this fact and at 5 O'clock on Dec. 29th your boys came and took us out in a boat in about 3 feet of water or possibly more, simply because this underpass was not put in where the natural flow of water could go on, and a Mr. H. G. Benson who should go back to his old job of being a shoe clerk.

One of my neighbors an old settler here by the name of Tom Hale now residing with his neice a Mrs. J. Zimmerman living a few miles north of Jefferson in the Parrish Gap section of lower Marion Co., stated that in all of his lifetime he never knew of the water ever before attaining such heights in this part of the community where he has spent the most of his life time and if anyone should know this man surely should.

The water was 11 inches deep in our house which is 2 miles from the River west of Jefferson on highway 99E so that should give you some idea of how far the back water came to flood us from our places.

My loss was comparatively low in the neighborhood of about $150.00 as we lost 3 rugs and a logging bridge, but there were individuals whose loss was much greater totaling in the thousands.

Now this loss is nothing compared to the people who practically lost their all and their shirts at Springfield, but their fate happened to be a low ground, but in our case here at my place we are not considered on or in a low spot, and when the construction crews complete their grading the outlet for the back waters from the Santiam will still have a smaller opening in which to pass through unless there is a cattle pass and larger flumes built under grade to accomodate the flow and any sudden increase.

I wish that I might have the opportunity of meeting you and talking over this matter with you sometime soon, I believe that we could come to a better understanding of the entire situation, in the meantime I want you to contact Mr. Devers, Chief Counsel of the Highway Commission and tell him that there will have to be made at this low point on my place a wide underpass to accomodate the flood waters, and that (we) both you and I mean business, and that if he does not want to cooperate, he might as well consider his Dept. sued, as I will most surely have our sherriff serve summons for an injunction on same.

I have tolerated about all of the foolishness that they have been handing out.

I am no engineer but it looks like that the proper way to handle any situation of this kind where a new highway is being built, would be first to secure all data from the records kept by the government on flood control, and build their roads accordingly.

Then too, their has been some talk of building dams to hold back any possible flood waters during the winter periods, this might help, but first, the Engineer should first secure all possible knowledge of just how much rainfall and snowfall that occurs in that area, for that season and take an average for the last twenty years and then build the dam or dams to hold that amount of water, otherwise they could very easily wash out, and all of the funds appropriated would be wasted.

One has to only look at the Santiam there at crabtree on the bridge approaches and take a look at what is surely and slowing happening to the river.

It is slowly and surely filling up, why the banks of the river are hardly a good jump down in places for a school kid. I would say about 3 to 5 feet in places.

I would suggest that the Santiam should be dredged from Lebanon down to the mouth of the river below Talbot, with this situation cleared up then there should be no need of ever the river overflowing its banks - unless a dam breaks or some other unforeseen situation happens.

Thank you, Colonel for reading this letter, I hope that you have, for I have truly tried to bring to you a clear and understandable condition of our river situation here in this sector of Jefferson and vicinity.

I am,

Very truly yours,

/s/ Gerald Stowe

RECEIVED
FEB 18 1946
FOR FILING

176-9

Salem, Oregon
February 15, 1946

Mr. G. S. Paxson
Bridge Engineer
OFFICE

Dear Sir:

Please note the attached correspondence from G. J. Zimmerman, Colonel, Corps of Engineers, in regard to the flood of 1945 on the Santiam River in the vicinity of the new highway embankment below Jefferson.

Will you please investigate this matter and report.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

RA:[illegible]
Enclosure

ADDRESS REPLY TO
THE DISTRICT ENGINEER

WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
628 PITTOCK BLOCK
PORTLAND, OREGON

IN YOUR REPLY REFER TO
FILE ____________

PAPGS 5 February 12, 1946.

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Inclosed is a copy of letter from Mr. Gerald Stowe, Route #2, Albany, Oregon, in which he indicates the extent of inundation and flood damage in the flood of December 1945 on Santiam River in the vicinity of the new highway embankment below Jefferson. Mr. Stowe claims that part of the damages in his neighborhood were due to lack of provision for certain openings in the embankment. It was suggested to Mr. Stowe that he present his case to engineers or other representatives of your organization.

Will you please inform this office if any changes are contemplated or made in the plans for overflow bridges or other openings in this embankment.

Very truly yours,

G J Zimmerman

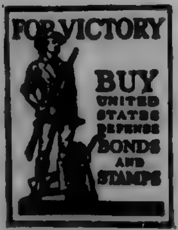
G. J. Zimmerman,
Colonel, Corps of Engineers,
Executive Officer.

1 Incl.:
Ltr. dtd. Jan 11, 1946,
from Gerald Stowe.

REFERRED TO
Mr. McCullough
By Chief Engineer

Please look into this matter and advise me.

RECEIVED
FEB 1 [illegible]
OREGON
STATE HIGHWAY COMMISSION



RECEIVED
JAN 18 1946
FOR FILING

176-9

January 15, 1946

Colonel G. J. Zimmerman, CE
District Engineer
War Department
628 Pittock Block
Portland 5, Oregon

Dear Colonel Zimmerman:

Reference is made to your communication of January 2 relative to bank protection on the Santiam River in the vicinity of our new bridge downstream from Jefferson.

In the last paragraph of your letter you state: "In the event that borrow is necessary to complete the highway on the South side of the river, it is suggested that you investigate the point bar on the left river bank, approximately 1/2 mile above the bridge site, as a practicable source of borrow material."

We have finished our borrow for the fills on both sides of the river, but it may be that the one on the south bank will need some additional material due to discoveries made during the recent high water. I discussed this with Mr. Smith, our Construction Engineer, and in a report to me dated January 12, he states: "We will certainly thoroughly investigate Colonel Zimmerman's suggestion since we wish to do everything possible to stop the overflow of the river banks in the vicinity of Jefferson."

We wish most sincerely to thank you for the suggestion contained in your letter of January 2, and as stated in Mr. Smith's memorandum to me, we shall be very glad to follow it up, to the extent that we find ourselves in need of additional material.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:ej

FORM E-30 25M 7-45

**OREGON STATE HIGHWAY COMMISSION**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
January 12th, 1946

SUBJECT:

To: Mr. C. B. McCullough
Asst. State Highway Engineer
Office

Dear Sir:

With reference to Colonel Zimmerman's letter of January 2nd, suggesting a source of borrow in the Santiam River about one-half mile above the bridge site.

We have finished our borrow for the fills on both sides of the river, but it may be that the one on the south bank will need some additional material due to discoveries made during the recent high water, and we will certainly thoroughly investigate Colonel Zimmerman's suggestion since we wish to do everything possible to stop the overflow of the river banks in the vicinity of Jefferson.

We are pretty well satisfied with our design through the sloughs on the north side of the river, but we were not as successful on the south bank.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

ADDRESS REPLY TO
THE DISTRICT ENGINEER

WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
533 PITTOCK BLOCK
PORTLAND, OREGON-5

IN YOUR REPLY REFER TO
FILE

PAPGG

January 2, 1946

Oregon State Highway Commission,
Salem,
Oregon.
Attention: Mr. C. B. McCullough

Dear Mr. McCullough:

Reference is made to your letter of October 6 relative to bank protection on the Santiam River in the vicinity of your new bridge across the Santiam, downstream from Jefferson, and to our reply thereto, dated October 12, 1945.

At the request of property owners along the right river bank immediately above the new bridge site, an inspection of the eroding bank at this location was made by representatives of this office on December 19. This is undoubtedly one of the locations described in your letter of October 8 as needing protective work. It is evident that protective work should be done at this location without delay if further loss of valuable farm lands and the danger of a major channel change are to be averted.

As stated in our letter of October 12 to you, no funds are immediately available to this office for the work that is needed at this location. One of the land owners at this location stated that a large quantity of gravel had been removed from the river in the vicinity of the bridge, for construction of the highway on the north side of the river, and that he understood a large quantity of borrow material will be required for highway construction on the South side of the river.

In the event that borrow is necessary to complete the highway on the South side of the river, it is suggested that you investigate the point bar on the left river bank, approximately 1/2 mile above the bridge site, as a practicable source of borrow material. It appears that a channel could be opened up through this bar, when excavating for borrow material, that would be of great benefit in reducing erosion in the bend along the right bank. Because of your interest in protecting the new highway and bridge from damage through bank erosion or channel changes it is requested that you give this suggestion your consideration.

Very truly yours,

G. J. Zimmerman,
Colonel, Corps of Engineers,
District Engineer.

FOR VICTORY
BUY
UNITED STATES DEFENSE
BONDS AND STAMPS

RECEIVED
FEB 11 1946
FOR FILING

FAP 176-(9)

Division 8

February 8, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of revised shop plans E-1, 2, 14, 15, 37, 38 and 46 for the Santiam River Bridge, Oregon SN-FAP 176(9). These plans meet with our approval.

Very truly yours,

T. M. Davis
District Engineer

originals referred to Paxson.

NOTED
C. L. McCullough

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

# OREGON
# STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
FOR FILING
OREGON STATE HIGHWAY COMMISSION

170-191

NOTED

January 28, 1946

Cross Referenced To
Maint.
Drainage + Flood Control

R 11040

Bridges

Indexed
Alphabetically
Miller, Howard J.

Mr. Howard J. Miller
Route 2
Albany, Oregon

Dear Sir:

Reference is made to your recent call at this office relative to drainage conditions affecting your property on the Santiam River-Albany Section of the revised location of the Pacific Highway.

We now are in receipt of a report which advises that the trestle at Station 727 is being increased in length by forty-two feet. We also are advised that at Station 748+50, which was the proposed location of an eighteen-inch culvert pipe, a trestle 105 feet in length is being substituted. It would appear that these additional drainage facilities will amount to more than the suggestions made by you while in this office, and we trust that their construction will adequately take care of the situation.

We also are advised that Mr. F. D. Eason, Division Engineer, will call on you and explain the proposed plans in further detail.

Yours very truly,

J. M. DEVERS

By M Stephenson

J. W. DeSOUZA
Assistant Counsel

JWD:AW
cc Mr. C. B. McCullough: ✓ Correspondence returned herewith.
Mr. H. G. Smith
Mr. F. D. Eason

RECEIVED

FOR FILING

FORM E-30 20M 4-46

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Maint
Drainage +
Flood Control

Salem, Oregon
January 26, 1946

NOTED

SUBJECT:

To: Mr. C. B. McCullough
Assistant State Highway Engineer
Office

Dear Sir:

This is in reference to your letter of January 25 in regard to a complaint submitted by Mr. Howard J. Miller concerning flood conditions between stations 722 and 740 on the Santiam River-Albany Section.

An examination has been made on the ground at the sites indicated by Mr. Miller, and steps have been taken to provide more waterway at these places. At station 727 we are adding two 21-foot spans to the present bridge. We are replacing the 18-inch culvert pipe at station 748+50 with five 21-foot composite pile trestle spans.

We believe this extra work will give sufficient additional waterway to prevent further scouring, and should be satisfactory to Mr. Miller. On my next trip to this job I will contact Mr. Miller and explain the additional work we are doing.

Very truly yours,

G. S. Paxson
Bridge Engineer

By M. Stephenson

M. Stephenson
Bridge Construction Engineer

MS GM

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25th, 1946

SUBJECT:

To: Mr. C. B. McCullough
Asst. State Highway Engineer
Office

Dear Sir:

In regard to Mr. DeSouza's letter, R 11040, request of Howard J. Miller that alterations be made in the drainage on the Steiwer Hill-Albany Section to conform to conditions which developed in the recent high water.

The trestle at Station 727 is being increased 42 feet, and another 105-foot trestle is being placed at Station 748+50. Inasmuch as this is considerably more than Mr. Miller asks for, I do not believe he can furnish any information we are not familiar with, but I will ask Mr. Eason to contact him and explain what we propose to do.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

cc to: F. D. Eason

Salem, Oregon
January 25, 1946

Mr. E. G. Smith

Mr. G. S. Paxson

I am attaching hereto copy of a letter dated January 23 over the signature of Mr. DeCourse, and having to do with a complaint registered by Mr. Howard J. Miller in regard to flood conditions between Stations 722 and 740 on the Santiam River-Albany Section.

It is my understanding that, in the light of the recent flood damage, you have made a re-examination of this line and have revised certain of your drainage structures. If you have not already taken care of the situation complained of by Mr. Miller, I wish you would arrange to contact him on the ground, discuss the situation, and render this office a complete report. If I can get away, I would like to go with you.

C. B. McCullough

CBMcC:j
cc: Mr. J. W. DeCourse
Attach.

FORM 2-30 25M 7-45

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 23, 1946

SUBJECT: R 11040

To: Mr. C. B. McCullough
Assistant State Highway Engineer
Office

L Dear Sir:

Mr. Howard J. Miller, from whom we acquired right of way on the Santiam River-Albany Section between about Station 722 and the county road at about Station 740, is in the office at this time with reference to the drainage situation as it affects his property.

Mr. Miller advises that the trestle at Station 727 has not yet been constructed and that during the recent high water the embankments concentrated the run-off water so that within the highway right of way the original ground line has been scoured out to a depth of probably about eight feet and on the east his adjoining farm lands have been scoured out for a width of approximately seventy-five feet and a depth of approximately four feet. These washed materials have been deposited against his fence on the westerly side of the right of way.

It is Mr. Miller's opinion, and he states that it is the opinion of other residents in that vicinity, that the drainage openings which are planned will prove inadequate and that continuing damage will result from concentration of the run-off waters. It is his idea that a trestle structure possibly 35 or 40 feet long, in lieu of the 18-inch culvert pipe provided for at Station 748+50, will operate materially to reduce the possibility of future damage.

The situation would appear to be one which would merit very careful consideration in order to take care of the matter and avoid possibility of future claims for damages and injury by reason of unreasonable concentration of the run-off of flood waters. We would suggest that a field examination be made of the situation and would appreciate your advice in the matter so that we may work out some satisfactory solution of the existing situation with Mr. Miller.

Mr. Miller would like to discuss the situation with the department engineers personally when a field inspection is made, and it is suggested that they get in touch with him.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:AW
(In triplicate)

RECEIVED
[illegible]
FOR FILING

FAP 176 (9)

January 25, 1946

Mr. T. H. Davis, District Engineer
201 Financial Center Building
Public Roads Administration
S. W. Sixth and Oak Street
Portland 8, Oregon

Dear Sir:

Subject: Steiner Hill-Albany Bridges
SN-U-A-FAP 176 (9)

On January 21st we wrote to you regarding the lengthening of certain bridges on this section and the addition of one composite trestle bridge and one concrete culvert. We are now submitting for your consideration and approval Price Agreement No. 2 to cover this work. You will note that the bridge at station 727+77 is Bridge No. 6774, rather than 6775 as shown in the letter. You will also note that the estimate for furnishing and driving piling has been changed to correct an error in the estimate shown in the letter.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

WAR:WLK
cc.G. S. Paxson
J. W. Nash
W. A. Reeves

RECEIVED
FOR FILING
FAP-176(9)

January 21, 1946

Mr. T. H. Davis, District Engineer
201 Financial Center Building
Public Roads Administration
S. E. Sixth and Oak Street
Portland 8, Oregon

Dear Sir:

Subject: Steiwer Hill-Albany Bridges
SN-U-A-FAP 176 (9)

Under separate cover I am sending you five prints each from our Drawings 8024, 8025, and 8450. These drawings show changes in the overflow channel bridges south of the Santiam River on the Steiwer Hill-Albany Section of the Pacific Highway in Linn County.

During the flood which occurred late in December of 1945, it became evident that the capacities of the overflow structures south of the Santiam River would not be great enough. In order to correct this deficiency, we have revised the overflow structures in accordance with the above-mentioned plans. These revisions include the addition of two 21-foot spans to Bridge No. 6775 and the addition of a five 21-foot span trestle from station 748+00 to station 749+05. These revisions are shown on Drawing 8024. They also include the addition of three 23-foot spans to Bridge No. 6776 and two 21-foot spans to Bridge No. 6777. These revisions are shown on Drawing 8025.

In addition to the extension of the composite pile trestles shown on the above-mentioned sheets, we are putting in a 7' 6" x 6' 0" reinforced concrete culvert at station 831. Prior to the construction of the highway grade at this station, a considerable amount of floodwater ran across the flat land at this point. The construction of the embankment turned this floodwater so that it ran through the opening under the railroad overcrossing immediately to the south of the proposed culvert location. The installation of this culvert will relieve this condition and prevent the overflow water from interfering with the traffic interchange at the railroad overcrossing.

Our estimate of quantities and costs for the above additions to this contract is as follows:

| | | | | | |
|---|---|---|---|---|---|
| Structural Excavation | 300 | cu. yd. | at | $3.00 | $900.00 |
| Furnish Treated Piling | 2,076 | lin. ft. | at | 1.20 | 2,491.20 |
| Drive Treated Piling | 72 | only | at | 32.00 | 2,304.00 |
| Treated Lumber | 61 | M-FBM | at | 149.50 | 9,119.50 |
| Class A Concrete | 395 | cu. yd. | at | 32.00 | 12,640.00 |
| Reinforcing Steel | 50,160 | lbs. | at | 0.0575 | 2,884.20 |
| | | | | | $30,338.90 |

G. J. Montag and Sons, contractors on the Steiwer Hill-Albany Bridges, have agreed to accept the additional work at the unit prices bid for similar work in the same section. As soon as the price agreements covering this condition are signed by the contractor, copies will be sent you. It is anticipated that sufficient funds are set up as a contingency on this contract to cover this additional work, and no additional authorization will be requested at this time.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

GSP GS
CC G. S. Paxson

RECEIVED
JAN 5 1946
FOR FILING

176-9

NOTED
Asst. State Highway Engineer

January 4, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Shop plans for the Santiam River Bridge, Oregon SN-U-A-F.A.P. 176(9), submitted with your letter of December 14, 1945, meet with our approval; however, we believe there is impaired clearance on account of rivet heads at hinges for all spans, and suggest that this item be carefully checked in your office, unless you have already done so. Some of the rivet heads should be flattened or countersunk to clear hinge plates, etc., and the main ties.

When you secure final approved shop plans from the shop we desire one complete set for our files. The prints we have will be satisfactory except where revisions are made.

Very truly yours,

T. M. DAVIS
DISTRICT ENGINEER

Original sent to P[illegible]

RECEIVED
DEC 27 1945
FOR FILING

176-9

December 20, 1945

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing two signed copies of project agreement for the Steiwer Hill-Albany Section, Project No. SN-U-FAP 176 (9).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

RECEIVED
FEB 26 1946
FOR FILING

126-9

Bridges

GENDA

4-g

**C. J. MONTAG & SONS**
GENERAL CONTRACTORS
817 RAILWAY EXCHANGE BUILDING
PORTLAND 4, OREGON

November 12, 1945

Oregon State Highway Commission
Salem,
Oregon

Dear Sirs:

I wish at this time to call your attention with reference to job Prefix No. 22-1116-201 (46), Steiwer Hill--Albany Bridges to the creosote timbers and piling in this job. This material was bought from the Forest Products with the understanding that delivery was to be made beginning on October 1st and completed by October 31st, 1945. However, as you know, the sawmill and timber workers are out on strike and have been for two months, and it has been impossible for us to make delivery on the above material. From all indications at the present time this strike is to continue for some time, in which case, we will not be able to go ahead with the creosote timber structures for at least another 30 to 40 days, or possibly until the 1st of the year. We will be unable to complete these structures on time as specified.

This is a matter beyond our control. We had made arrangements to have the timbers in October so as to complete them in the time specified. This letter is a memorandum to you to call attention to the above facts.

Yours very truly,

C. J. MONTAG & SONS

C J Montag

C. J. Montag

CJM/as

REFERRED TO
[illegible]
By Chief Engineer
[illegible]

RECEIVED
NOV 14 1945
OREGON
STATE HIGHWAY COMMISSION

5YC

RECEIVED
NOV 13 1945
FOR FILING
176-9

November 8, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

It is noted that concrete cylinder strengths reported on Oregon FAP SNU-A-176(9), Albany-Steiwer Hill Section, are generally quite low. Approximately one-third of the test reports indicate concrete below design strengths.

Please advise us of the action taken by your department to correct this condition.

Very truly yours,

NOTED
State Highway Engineer

T. M. DAVIS
District Engineer.

RECEIVED
NOV 10 1945
OREGON
STATE HIGHWAY COMMISSION

Mr. Baldock.
Original sent to Paxson

RECEIVED
NOV 3 1945
FOR FILING

176-9

October 31, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

Revised plans, Drawing 8022, covering a revision in the layout of the Doty Creek Bridge, Steiwer Hill-Santiam River Section, Pacific Highway, Oregon NH-U-A-FAP 176(9), meet with our approval. We assume that contract prices will apply and that no adjustment is necessary with the contractor.

Very truly yours,

T. H. DAVIS
District Engineer

RECEIVED
NOV 2 1945
OREGON
STATE HIGHWAY COMMISSION

Copies sent to Paxson—

RECEIVED
SEP 27 1945
FOR FILING

176-9

Bridges

XXXXXXXXXXX
Division 8

September 26, 1945

#2737

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter dated September 20th regarding the design of the arch rib, Santiam River Bridge, Oregon WR-8-A-FAP 176(9).

This was referred to our Western Headquarters, and their wire reply of September 25 is quoted as follows:

> "Relet 21st Santiam River Bridge Oregon FAP 176. Agree with state that stresses are not additive. In view column action of rib desirable to keep bending stresses lower than computed values. However, believe one-half inch angles will be satisfactory and recommend this change if no serious delay to delivery of steel results."

The above confirms our telephone call to Mr. Paxson this morning.

Very truly yours,

T. M. DAVIS
District Engineer

176-9

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
~~XXXXXXXXXXX~~ Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

RECEIVED
SEP 18 1945
FOR FILING

September 17, 1945

RECEIVED
SEP 18 1945
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The following comments have been received from our Washington Office regarding the design of the Santiam River Bridge, Oregon SN-U-A-FAP 176(9):

> "Our calculations for the 240-foot steel tied arch span in the Santiam River Bridge indicate that there may exist a considerable overstress in the flange angles of the arch rib. The outward component of the cover plate due to the curvature of the rib causes a bending stress at the root of the angle of approximately 17,000 pounds p.s.i. It is suggested that the flange angles be made of 6 x 4 x 5/8 angles instead of 6 x 4 x 3/8 in those sections indicated on the plans. This will not greatly increase the quantities and if you are in agreement with our findings it is recommended that the State be requested to make this change."

Our Western Headquarters have investigated the purported overstress with the following result:

> "We have computed the bending stress in the flange angles due to the curvature of the cover plate, and obtain a stress of approximately 15,000 lbs. per square inch, which is slightly lower than that indicated in Mr. Hilts' memorandum. We concur in Mr. Hilts' recommendation that the 6"x4"x3/8" flange angles be changed to 6"x4"x5/8" angles. According to our figures, this will add about five tons of structural steel."

Will you please consider the above comments and if you are in agreement, furnish us four prints of revised plans. If the design is incorrect in this respect, the same criticism will probably apply to other arches you are designing for postwar work.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

176-9

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
~~[illegible]~~
Division Eight

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

RECEIVED
SEP 13 1945
FOR FILING

August 31, 1945

RECEI[illegible]
SEP 1 194[illegible]
STATE HIGHWAY

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The revised plan, Drawing 8022, for the trestle over the Sidney Power Canal, Oregon SN-U-A-FAP 176(9), submitted with your letter of August 27, 1945, meets with our approval, and it is satisfactory to cover the cost by the contingent fund as you have proposed.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

NOTED
State Highway Engineer

Copy sent to [illegible]

RECEIVED
AUG 14 1945
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

NOTED

FAP 176(9)

August 13, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to previous correspondence regarding preheating or annealing of shoes for the Santiam River Bridge, Oregon SN-U-FAP 176(9).

We have been advised by our Western Headquarters that it is optional with you whether this is done or not. If you wish to have the annealing done, we will participate in the cost, if you desire.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
AUG 14 1945
OREGON
STATE HIGHWAY COMMISSION

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AUG 2 - 1945
FOR FILING

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# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
State Highway Engineer

Salem, Oregon
July 13, 1945

SUBJECT: Structural Work on
Steiwer Hill-Albany Section

To:
Mr. R. H. Baldock
State Highway Engineer
OFFICE

Dear Sir:

The structural work on this section consists of the bridge over the Santiam River with overflow trestles at each end, three trestles over minor drainage streams, and an overcrossing of the Southern Pacific Railroad. From the north we have a 42-foot trestle over the Sydney Power Canal and a 38-foot trestle over Doty Creek. These two streams are a considerable distance away from the north bank of the Santiam River. About 0.9 mile north of the river bank, we drop down into the overflow flat. On the north side of the river we have three trestles totaling 450 feet in length across overflow channels. The main river bridge consists of four 50-foot spans of concrete viaduct, a series of three steel arches with a 240-foot arch in the center and 180-foot arches on each end, and two 50-foot concrete approach spans at the south end of the structure. In the overflow flat south of the river, we have four overflow trestles totaling 608 feet in length. Still farther to the south, we have a 126-foot trestle over Murder Creek.

The trestles are all of the composite type with creosote-treated piling, caps and stringers, and with a concrete deck. The span lengths vary from 19 to 23 feet in length. On trestles having a total length of less than 100 feet, a 44-foot roadway is used. This provides for two 12-foot pavement lanes and a 10-foot shoulder on each side. On trestles having a length of 100 feet or more, a 30-foot roadway is used with a 3½-foot sidewalk on the easterly side.

The Santiam River Bridge has a 30-foot roadway with a 3½-foot sidewalk on each side. The main spans are of the tied-arch type. An I-bar chain is used to take the horizontal thrust from the arch ribs. The arch ribs themselves are boxed sections with portions of the lower plate cut out to allow access for painting and to permit proper ventilation of the arch ribs. The structure is designed for an H20-S16 loading as specified in the standard specifications of the American Association of State Highway Officials.

July 13, 1945

The total length of the smaller trestles is 1264 feet. The length of the main river bridge is 900 feet. These structures are included in a contract awarded to C. J. Montag & Sons of Portland, Oregon, at a total cost of $545,923.50. The major quantities involved are as follows:

| | |
|---|---|
| Creosote-treated piles | 14,300 lin. ft. |
| Creosote-treated lumber | 368 M-FBM |
| Concrete | 4,800 cu. yd. |
| Metal reinforcement | 653,000 pounds |
| Structural steel | 1,900,000 pounds |

About 2½ miles south of the Santiam River, the highway crosses the existing Pacific Highway and the main line of the Southern Pacific Railroad Company. At this crossing a 395-foot reinforced concrete viaduct will be constructed. This structure has a 30-foot roadway with a 3½-foot sidewalk on the easterly side. It is designed for the standard H20-S16 loading. The principal quantities involved are as follows:

| | |
|---|---|
| Concrete | 1,300 cu. yd. |
| Metal reinforcement | 230,000 pounds |

A contract for this structure was awarded to Lindstrom Bros. of Portland, Oregon, at a total figure of $64,160.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

650
610
670

600

GSP GM

46
12
6

653
230
883

FAP-176(9)

Patzig Testing Laboratories

7/7/45

re. contract with Montag & Son
of Portland
inspection of concrete steel bridges

taken by McCullough 7/10/45

RECEIVED
JUL 5 1945
FOR FILING

FAP 176(9)

Bridges

July 3, 1945

Patzig Testing Laboratories
Ingersoll Ave. at 23rd Street
Des Moines, Iowa

Gentlemen:

A contract which we have with Montag & Son of Portland, Oregon includes the construction of a concrete and steel bridge. The steel portion, which will be fabricated by the Pittsburg-Des Moines Steel Company, consists of 2-180' and 1-240' steel tied arch spans with 30' concrete roadway and 2-3½' sidewalks. The amount of structural steel is estimated to be between 900 and 950 tons.

We would be pleased to have you quote a price per ton for complete shop inspection which will include;

1. Mill test reports on all material.
2. Obtaining and forwarding samples of all paint to be used as shop coat.
3. Complete inspection of all workmanship.
4. Witnessing and reporting in full detail the results of all weighings of materials shipped.

Very truly yours,

C. B. McCullough
Assistant State Highway Engr.

WAR ERW
cc: Bridge Dept.
The fabrication plant is at Des Moines.

PATZIG TESTING LABORATORIES

Ingersoll Ave. at 23d St.
Des Moines, Iowa

RECEIVED
JUL 11 1945
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

July 7, 1945

C
O
P
Y

Mr. C. B. McCullough
Assistant State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. McCullough:

Thanks for your letter of July 3rd which was especially appreciated since it came from you personally. Many years have gone by since seeing you last.

We are pleased to quote you our regular price for complete shop inspection of the steel to be fabricated by the Pittsburgh-Des Moines Steel Company for the 2-180' and 1-240' steel tied arch spans for Montag & Son, Contractors of Portland, Oregon, namely: 75¢ per ton.

We will secure the mill test reports on all the material, obtain and forward samples of all shop coat paint, make complete inspection of all workmanship and witness and report in full detail the results of all weighings of materials shipped.

We have inspected many structural steel bridges for various States during the past twenty-five years at this rate per ton and we trust that this price will be satisfactory to you. It has been found to average about right for the fabricating conditions that we have encountered and give each job thorough inspection at the various stages.

Hoping that we may enter your order for this inspection, I assure you that it will be given prompt and careful attention at all times.

With kindest regards and best wishes, I am

Sincerely yours,

PATZIG TESTING LABORATORIES

(Sgd) Monroe L. Patzig

Monroe L. Patzig

MLP:m

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P
Y

RECEIVED
JUL 5 - 1945
FOR FILING

FAP 176 (9)

Bridges

July 3, 1945

Robert W. Hunt Company
175 W. Jackson Boulevard
Chicago, Illinois

Gentlemen:

A contract which we have with Montag & Son of Portland, Oregon includes the construction of a concrete and steel bridge. The steel portion, which will be fabricated by the Pittsburg-Des Moines Steel Company, consists of 2-180' and 1-240' steel tied arch spans with 30' concrete roadway and 2-3½' sidewalks. The amount of structural steel is estimated to be between 900 and 950 tons.

We would be pleased to have you quote a price per ton for complete shop inspection which will include:

1. Mill test reports on all material.
2. Obtaining and forwarding samples of all paint to be used as shop coat.
3. Complete inspection of all workmanship.
4. Witnessing and reporting in full detail the results of all weighings of materials shipped.

Very truly yours,

C. B. McCullough
Assistant State Highway Engr.

WAR:KEN
cc: Bridge Dept.
The fabrication plant is at Des Moines.

FAP 176-(9)

Bridges

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

RECEIVED
JUL 3 - 194
FOR FILING

# WESTERN UNION

1201

A. N. WILLIAMS
PRESIDENT

NOTED
G.S.PAXSON

| SYMBOLS |
|---|
| DL=Day Letter |
| NL=Night Letter |
| LC=Deferred Cable |
| NLT=Cable Night Letter |
| Ship Radiogram |

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

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1945 JUN 30 AM 9 10

R H BALDOCK, STATE HIGHWAY ENGINEER=
:OREGON STATE HIGHWAY COMMISSION

=LETTER AUTHORIZING PURCHASE OF STEEL FOR SANTIAM BRIDGE BEING MAILED BY WAR PRODUCTION BOARD TODAY. REGARDS=
:GUY CORDON USS.

NOTED
Asst. State Highway Engineer.

REFERRED TO
Paxson
By Asst. State Highway Engineer

Please note & return

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

M

RECEIVED
JUN 27 1945
FOR FILING

FAP 176-9

June 25, 1945

#2737

District Engineer
War Department
628 Pittock Block
Portland 5, Oregon

Gentlemen:

This is to advise that the contractor for the Santiam River Bridge near Jefferson, for which you issued a permit dated May 20, 1944, began work on this structure on June 19.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

GSP GM
cc G. S. Paxson

RECEIVED
JUN 23 1945
FOR FILING

176-9

June 21, 1945

C. J. Montag & Sons
317 Railway Exchange Bldg.
Portland 4, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of Contract No. 2737 which was awarded to you on May 29, 1945, by the State Highway Commission, covering construction of Steiwer Hill-Albany Bridges on the Pacific Highway East in Marion and Linn Counties. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

Contract sent by Express 6-21-45
G. L.

RECEIVED
JUN 13 1945
FOR FILING

176-9

#2737

June 12, 1945

NOTED

Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Gentlemen:

Subject: Santiam River Bridge
(Steiwer Hill-Albany Bridges)
SM-U-A-FAP 176 (9)

Reference is made to your letter of June 11 concerning revisions to the structural steel shoes and tie bars on the Santiam River Bridge. We are inclined to agree with your Washington office that preheating, or perhaps annealing of the structural steel shoes, would be advantageous. We have built many other shoes of about this same size without such precautions and have never experienced any trouble with them. Notable examples of these are the shoes on several of the Coast bridges. We are writing the fabricators inquiring as to facilities of preheating and annealing after the welding is done.

We do not agree with the suggestion of leaving out the fillers between the two members of the bottom chord. Forged eyebars are not available, and it is necessary to cut these from plates. This, in some degree, restricts the thickness of the members, and therefore increases the width. This would have no effect except around the pin. We feel that at this point there is some remote possibility of the wide, thin section deflecting out of line and acting in a manner different from that which we assumed in design. This point is brought out in a paper by Jonathan Jones of the Bethlehem Steel Company entitled "Standards for Welded Plate Eyebars," specifically in his paragraph number seven (Engineering-News Record, October 7, 1943). The welding is very light, being a quarter-inch fillet weld; and we believe the probability of starting cracks in the base metal is more remote than the probability of deflection in these outstanding widths.

We agree with your Washington office that it would be desirable to work out a suitable specification for allowable stress in arch ribs.

We do not believe that the construction or maintenance of the boxed-section arch ribs will be a serious matter. We have built other structures of similar size without trouble and have had no difficulty in maintenance painting. We believe that the solid section is preferable to the perforated plates from the standpoint of appearance.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

GSP GM
cc G. S. Paxson

June 11, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have received your letter of June 4th, together with revised Drawing No. 8039, Santiam River Bridge, Oregon SN-U-A-FAP 176(9), submitted to us as a result of a discussion in Washington between Messrs. McCullough and Grover.

We have also received comments from the Washington Office regarding this bridge, in addition to those enumerated in your letter, as follows:

> "The proposed heavy structural steel shoes built up by welding for the steel arch spans over the Santiam River may require very careful work or possibly preheating to insure sound welds that are free from cracks."
>
> "With reference to the bottom tie bars of the arch spans, it is believed that the welded fillers at the ends of the bars should be omitted since welding tends to start cracks in the base metal of the bar, and it is also believed that fillers are not needed. However, if desired, they may be provided as rings around the pins and not welded to the tie bars."

Other than these points, they consider the plans satisfactory. Will you please consider these points and advise us of your reaction. We shall defer forwarding the revised plans until we hear from you.

The following features of the design were discussed by Messrs. Chase and McMinn, in your office.

The criterion for allowable stress in the arch ribs is not believed to be satisfactory. While we have no hesitancy in approving the plans for this project, we believe this is an important matter which should be cleared up. We have therefore recommended that the subject be studied by the Public Roads Administration and possibly jointly with the A.A.S.H.O. Bridge Committee, the object being to develop a satisfactory specification.

The question of room inside the box ribs for workmen during construction and for maintenance was also discussed. There is possibly room for the work to be physically accomplished, but it is doubtful if the maintenance will be satisfactory with work done under such adverse conditions. It is our suggestion that you consider, for future designs, perforating the plates in accordance with your practice on trusses. We do not see any reason why such practice should not extend to the rib type of structure. In addition to the practical value, it is believed the appearance will be improved.

Very truly yours,

W. H. LYNCH
Division Engineer

RECEIVED
JUN 15 1945
FOR FILING

176-9

June 11, 1945

Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Attention: Mr. T. M. Davis

Gentlemen:

Reference is made to our State Highway Contract No. NH-S-FAP 176(9). In regard to the steel required for the Santiam River Bridge, we have contacted the Pittsburg-Des Moines Steel Company who have the contract for supplying the structural steel and steel handrail required. They have advised that the steel mills can furnish the material in September and October of this year and that they can fabricate without interference with Army or Navy work.

In view of the fact that the steel required may be procured and fabricated without interfering with military requirements, the State Highway Commission requests that the War Production Board review our application Form GA 1456, Serial No. 128349, and delete the exception which prohibits the construction of the new steel bridge over the Santiam River.

Will you please make the necessary application to the War Production Board regarding this matter.

We are enclosing photostatic copies of the letter received from the steel company.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

GHP:rb
Enc.: Photo.-letter

RECEIVED
JUN 4 - 1945
FOR FILING

FAP 176-(9)

June 1, 1945

C. J. Montag & Sons
317 Railway Exchange Bldg.
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2737, which was awarded to you by the State Highway Commission on May 29, 1945, covering the construction of bridges on the Steiwer Hill-Albany Section of Pacific Highway East in Linn and Marion Counties, which requires approximately 4,200 cu. yds. excavation, 14,300 lin. ft. treated piles, 368 M-FBM treated lumber, 4,800 cu. yds. concrete, 673,000 lbs. metal reinforcement, 1,900,000 lbs. structural steel and 1,880 lin. ft. metal handrail.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 1.7.18, Page 13, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformity therewith.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG rar

Contract sent by express 6/1/45
RMR

entered in book 6/1

RECEIVED
JUN 4 - 1945
FOR FILING

176(9)

2737

May 31, 1945

C. J. Montag & Sons
201 Couch Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission on May 29, 1945, awarded you the contract for the Bridges on Steiwer Hill-Albany Section of Pacific Highway East in Linn and Marion Counties. This award was based on your low bid of $545,923.50, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

cc: S.H.Probert
G.S.Paxson

RECEIVED
JUN 2 - 1945
FOR FILING

MONTANA
OREGON
WASHINGTON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREG.

176-(9)

May 29, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon SN-U-A-FAP 176(9), Bridges on the Steiwer Hill-Albany Section of the Pacific Highway East, to C. J. Montag & Son, Portland, Oregon, who submitted the low bid.

Very truly yours,

WH Lynch
W. H. LYNCH
Division Engineer

RECEIVED
MAY [illegible] 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1945
FOR FILING
176-6

CONFIRMATION

4
FEDERAL WORKS AGENCY
XXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Public Roads Administration

**LONGRAM**

Portland, Oregon
May 1, 1945

R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

HILTS WIRES "CONSTRUCTION REQUIREMENTS COMMITTEE HAS APPROVED OREGON SS-FAP 176-6 EXCLUSIVE OF STEEL SUPERSTRUCTURE FOR SANTIAM RIVER BRIDGE WITH UNDERSTANDING FALSEWORK TO BE USED FOR TRAFFIC TEMPORARILY. CERTIFICATE BEING ISSUED. SATISFACTORY IF STATE DESIRES ADVERTISE COMPLETE PROJECT AS DESIGNED PROVIDING STATE AND CONTRACTOR UNDERSTAND STEEL FOR SANTIAM RIVER BRIDGE SUPERSTRUCTURE CAN BE ORDERED AND ERECTED ONLY AFTER FUTURE AMENDMENT REQUEST APPROVED BY WAR PRODUCTION BOARD"

Canfield

Paid Gov't Rate

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

176-G

# WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1220

(41)

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PR111 LG PD=PORTLAND ORG 1 1121A

1945 MAY 1 AM

=R H BALDOCK=
=STATE HIGHWAY ENGINEER

RECEIVED
MAY 8 1945
FOR FILING

:HILTS WIRES "CONSTRUCTION REQUIREMENTS COMMITTEE HAS APPROVED OREGON SN-FAP 176-G EXCLUSIVE OF STEEL SUPERSTRUCTURE FOR SANTIAM RIVER BRIDGE WITH UNDERSTANDING FALSEWORK TO BE USED FOR TRAFFIC TEMPORARILY. CERTIFICATE BEING ISSUED. SATISFACTORY IF STATE DESIRES ADVERTISE COMPLETE PROJECT AS DESIGNED PROVIDING STATE AND CONTRACTOR UNDERSTAND STEEL FOR S SANTIAMRIVER BRIDGE SUPERSTRUCTURE CAN BE ORDERED AND ERECTED ONLY AFTER FUTURE AMENDMENT REQUEST APPROVED BY WAR PRODUCTION =BOARD"

=CAUFIELD.

REFERRED TO
Mr. Probert
By Chief Engineer

SN-FAP 176-G.

RECEIVED
MAY 2 1945
OREGON STATE HIGHWAY COMMISSION

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

SN-U-A-FAP 176(9) S. Unit, Steiwer Hill-1945
Albany Sec., Pacific Hwy.
#2738 East Folder # 1

RECEIVED
MAY 16
FOR FILING

FAP-176(9)

2738

File

May 13, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 11 to establish the price of cement on the South Unit, Steiwer Hill-Albany Section of the Pacific East Highway in Linn County, Contract No. 2738, in connection with Federal Aid Project No. SN-U-A-FAP 176 (9).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Encl.
HBP:md

RECEIVED
MAR 28 1949
FOR FILING
176 (9)
2735

March 25, 1949

United States Fidelity & Guaranty Co.
W. Talbot Sinclair, Manager
1112 Cascade Bldg.
Portland 4, Oregon

Gentlemen:

This is to advise you that State Highway Contract No. 2738 for work on the South Unit, Steiwer Hill-Albany Section of Pacific Highway East, in Linn County, has been completed by the contractor, Warren Northwest, Inc., and that final payment in the amount of $14,318.63 will be made on or after April 4, 1949.

There is a claim against this project, of which you have been previously notified, in the amount of $172.50 for damages, made by Mr. and Mrs. Gerald L. Stowe. We have not been notified of the settlement of this claim.

For your information we wish to advise that the total contract amount is $511,245.34, of which amount $651.10 represents force account items. This contract was completed on August 19, 1948 and accepted by the Highway Commission on January 24, 1949.

We are sending you this notice because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United States Fidelity & Guaranty Co.
Baltimore 3
Maryland

NOTED ON CARD
3- [illegible] K

RECEIVED
MAR 3 1949
FOR FILING
~~22-1117~~ 17619

Salem, Oregon
March 3, 1949

Mr. S. H. Probert
Office

Attached is a copy of an agreement between the State Highway Commission and Warren Northwest, Inc., disposing of claim for extra compensation arising out of contract for construction of South Unit, Steiwer Hill-Albany Section of Pacific Highway East, Linn County.

The original of this agreement has been retained in Mr. Glaisyer's office for the Commission's files and one fully executed copy has been mailed to Warren Northwest, Inc.

L. H. Warfield
Staff Engineer

LHW/gd
cc: H. G. Smith

RECEIVED
MAR 3 1949
FOR FILING

22-1117 17A(91)

2738

Agenda Item 5-d

Salem, Oregon
March 2, 1949

Mr. R.H. Baldock

Attached for further handling by you are two copies of an agreement between the State Highway Commission and Warren Northwest, Inc., disposing of claim for extra compensation arising out of contract for construction of South Unit, Steiwer Hill-Albany Section of Pacific Highway East, Linn County.

The original of this agreement has been retained in this office for the Commission's files and one fully executed copy has been mailed to Warren Northwest, Inc.

Secretary

rn

RECEIVED
FEB 17 1949
FOR FILING

FAP-176(2)

2738

February 16, 1949

Cross Referenced To:
FAP-176(9)

#2739

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

I enclose herewith four copies of a form of agreement, covering additional payment to you on your State Highway Contracts Nos. 2738 and 2739.

This agreement form is in conformity with the understanding reached at the conference in this office recently, except that the amount to be allowed you under extra cost of labor was revised upward, after a further check of your labor pay rolls.

If you will promptly approve the agreement form and return the four copies to this office, they will be presented to the State Highway Commission for further consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

Encl.

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11, 1949

SUBJECT:

To: W. C. Williams
Assistant Highway Engineer
Office

W. C. WILLIAMS

Dear Mr. Williams:

I have prepared, as requested by you, a contract of settlement to be executed by the State and Warren Northwest, Inc. covering the four claims for additional compensation pressed by the contractor in connection with Contract No. 2738 and Contract No. 2739. I enclose four copies of the same for your consideration.

If you find these in keeping with the terms of your settlement, then I suggest it be presented to the contractor for execution and then to the Commission. After they have been fully executed payment may be made.

Very truly yours,

J. M. Devers

J. M. DEVERS

JMD:NH

Enc.

**OREGON STATE HIGHWAY COMMISSION**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 8, 1949

SUBJECT:

To: W. C. Williams
Assistant Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

I have on my desk your letter of February 3 in which you discuss the additional claims now being pressed by the State's contractor, Warren Northwest, Inc. I have not answered your letter for I have assumed these matters were disposed of in the conference held in Mr. Baldock's office a few days ago. I believe at that time it was agreed that the additional cost incident to the delay caused by the failure of the bridge contractor to complete his work would be paid when the exact amount was determined.

The purpose of this letter is merely to acknowledge yours of the third.

Very truly yours,

J M Devers

J. M. DEVERS

JMD:NH

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

February 8, 1949
Salem, Oregon

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Dear Sir:

Following is a list of the certified payrolls for 1947 and a list of the computed payrolls based on 1946 rates for the Steiwer Hill-Albany Project, Contract Nos. 2738 and 2739, showing the loss sustained by Warren-Northwest during 1947 due to increased labor rates.

| | 1947 Certified Payrolls | Computed Payroll using 1946 Labor Rates |
|---|---|---|
| April 26 | $ 453.62 | $ 402.51 |
| May 3 | 368.70 | 326.80 |
| " 10 | 925.91 | 823.29 |
| " 17 | 1,409.42 | 1,245.93 |
| " 24 | 2,275.62 | 2,022.47 |
| " 31 | 1,907.72 | 1,699.05 |
| June 7 | 1,745.14 | 1,571.68 |
| " 14 | 813.67 | 735.54 |
| " 21 | 3,280.99 | 2,958.23 |
| " 28 | 7,568.96 | 6,756.95 |
| July 5 | 5,243.97 | 4,702.96 |
| " 12 | 8,752.70 | 7,810.00 |
| " 19 | 9,274.47 | 8,147.84 |
| " 26 | 9,565.74 | 8,539.94 |
| August 2 | 9,447.16 | 8,424.69 |
| " 9 | 9,089.07 | 8,084.61 |
| " 16 | 7,475.69 | 6,660.69 |
| " 23 | 7,489.34 | 6,673.83 |
| " 30 | 6,705.76 | 5,979.51 |
| September 6 | 3,286.32 | 2,942.79 |
| " 13 | 3,076.95 | 2,757.37 |
| " 20 | 1,971.55 | 1,761.34 |
| " 27 | 2,105.29 | 1,874.39 |
| October 4 | 717.79 | 651.03 |
| | $104,951.55 | $93,553.44 |

| | |
|---|---|
| 1947 Payrolls | $104.951.55 |
| 1947 Payrolls based on 1946 Rates | 93.553.44 |
| Difference | $ 11,398.11 |

Very truly yours,

C. E. Paulsen
Assistant Cost Analyst

Salem, Oregon
February 3, 1949

Mr. J. M. Devers

Warren Northwest, Inc. was awarded a contract on May 29, 1945 for the grading and paving of the North and South Units of the Steiwer Hill-Albany Section, said contracts being Nos. 2738 and 2739.

At the time the contracts were awarded, a separate contract for bridge construction across the Santiam River was underway by another contractor. Our specifications for the Steiwer Hill-Albany contracts stated that it was expected that the bridges would be completed by March 31, 1946. The specifications further stated that if the bridges were not completed at that time, the grading and surfacing contractor would be entitled to no extra compensation by reason of the delay.

During the construction of the bridges by the bridge contractor, it was found necessary and desirable to install some additional overflow bridges, thus considerable increasing the amount of work to be done by the bridge contractor. As a result, the bridge contractor did not complete the bridges until June, 1947, or approximately one year and three months later than had been anticipated. As a result of the late completion of the bridges, the Warren Northwest Company was unable to perform the paving work until the summer of 1947; whereas, it had planned to do this work in 1946. The Warren Northwest Company has submitted four claims, as follows:

Claim No. 1 is a claim for extra expense involved in preparing the fine grade for the concrete pavement in the total amount of $4,891.30. Accurate engineering investigation has indicated that the preparation of subgrade on this section was not particularly different than on ordinary paving projects, and, therefore, this claim is ~~not approved.~~ denied

Claim No. 2 is for 737 barrels of cement which the contractor claims that he purchased but was not paid for in the contract. An inspection of all the state's records indicates that the 737 barrels of cement for which the contractor claims additional compensation were not used in the finished pavement. Therefore, this claim, in the amount of $2,070.97, is disapproved. denied

Claim No. 3 is for the increased cost of shipping cement to the project from the cement plant at Gold Hill in 1947 over what the cost would have been in 1945. The amount of this claim is $5,830.72. It is conceded that the contractor is entitled to consideration on this claim by reason of the fact that he could ordinarily have expected to perform the work in 1946, and would have done so had he not been delayed by the bridges. However, he is entitled only to the increased cost of shipping cement in 1947 over what the cost would have been in 1946, instead of 1945, as set forth in his claim. We have determined the increased cost of shipping the cement in 1947 over the cost in 1946 at $4,080.55, and this amount is recommended for payment.

Claim No. 4 is for the increased cost of labor in performing the paving work in 1947 over what the cost would have been in 1946. This increased cost we believe allowable to the contractor on the same basis as the claim for shipping cement. For the increased cost of labor the contractor claims $11,875.58, but a careful inspection of payrolls indicates that this amount was improperly arrived at, and the correct amount is ~~$10,821.44~~, and this amount we recommend be paid to the contractor. 11.398.11

Summing up the above, Claims Nos. 1 and 2 are denied. Claim No. 3 is allowed in the amount of $4,080.55, and Claim No. 4 is allowed in the amount of ~~$10,821.44~~ 11 398.11 for a total of 15.478.66

X Will you please prepare a draft of an agreement to be entered into between the Highway Commission and the Warren Northwest, Inc., wherein payment of the amount above stipulated, in addition to all other payments made on the contract proper, will be accepted by the Warren Northwest as final and complete payment and release of the State Highway Commission for any further claims on the Contracts Nos. 2738 and 2739.

I shall be glad to furnish you any additional information that you may wish in preparing this agreement form.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

WCW:me

# Stiewer Hill. Albany

| Contractors Claim - | | Possibly Allow |
|---|---|---|
| Subgrade extra Cost | $ 4,891.30 --- | $ 0.00 |
| Cement unaccountet for. | 2,070.97 --- | 0.00 |
| Increased Freight Cost - | 5,830.72 | 4,080.55 |
| " Labor " | 11,875.58 | 10821.44 |
| | 24,668.57 | 14,901.99 |

brought about by the number of times that the mix was changed during the course of the work, and it is his opinion that the mix was probably never set any lower than the original mix of 1.40 barrels per cubic yard, and that many days the mix was probably between 1.40 and 1.45

**WARREN NORTHWEST INC.**
HIGHWAY & ROAD CONTRACTORS
POST OFFICE BOX 5072 • PHONE: TABOR 3288
PORTLAND 13, OREGON

December 22, 1948

The Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams, Assistant State Highway Engineer

Gentlemen:

Referring to your letter of December 13, enclosing calculation sheets on cement quantities used according to your records on the Steiwer Hill-Albany projects, we have the following comments to make on this subject.

According to your sheets the theoretical number of cubic yards of concrete required for these two projects amounts to 30,742.01 cubic yards which according to the standard specifications should contain 44,575.91 barrels of cement at 1.45 barrels per cubic yard. However, according to your letter the mix for this project was set at 1.40 barrels of cement per cubic yard of concrete, therefore using only 43,022.75 barrels of cement.

Our records show that we used 1,808 eight sack batches and 18,607 eight and one-half sack batches for a total of 43,156 barrels of cement. Assuming that the mix was set at 1.40 barrels per cubic yard of concrete, this would give us 30,825.7 cubic yards of concrete which checks very closely with the theoretical amount of 30,742.01 cubic yards of concrete according to your figures, and would show that we used 83.69 cubic yards of concrete more than was required. In our opinion that is a very small amount for such a large job.

This, however, leaves us in a rather embarrassing position inasmuch as we purchased 44,301.75 barrels of cement. We can account for 408.75 barrels wasted and sold to clean up the balance left in the car at the completion of the jobs. This added to the amount used of 43,156 barrels according to our batch count would make a total of 43,564.75 barrels, leaving an unaccounted for amount of 737 barrels.

I have discussed this with our superintendent, Mr. Jensen. It is Mr. Jensen's opinion that the above difference was undoubtedly brought about by the number of times that the mix was changed during the course of the work, and it is his opinion that the mix was probably never set any lower than the original mix of 1.40 barrels per cubic yard, and that many days the mix was probably between 1.40 and 1.45

barrels per cubic yard, therefore accounting for the above barrels of cement which we cannot account for in our records. It is therefore our opinion that this amount should be taken into consideration in the cement adjustment for these jobs.

As for the cement price to be used for cement adjustment, in bidding these two projects we did not use the original quoted price of $2.78 per barrel, f.o.b. Jefferson, Oregon. Our bid was based on the bulk cement price of $2.25 per barrel, f.o.b. Portland, and we had planned on hauling from that point. After the job was awarded to us the Pacific Portland Cement Company tried to obtain bulk storage in Portland to compete with the Oregon Portland cement price of $2.25 per barrel which was in effect at that time. They were, however, unable to make satisfactory arrangements on this point and therefore agreed to allow us a twenty-nine cents per barrel differential by taking delivery at Jefferson, Oregon. This brought their price down to $2.49 per barrel and with the cash discount of ten cents per barrel, to a net price of $2.39 per barrel which was the price we used in making up our original bid which was based on a Portland price of bulk cement at $2.25 per barrel with the ten cents per barrel cash discount, leaving a net of $2.15 per barrel, we figured on hauling with our equipment at a cost of twenty-four cents per barrel making a delivered price of $2.39 per barrel at our batching plant on the Santiam River, and this is the price that should be used on any cement adjustment to be made either for or against our Company as this is the price which was used in our bid and accounts in a large way for the difference in the unit bid per square yard between our bid and our competitors'.

In making final settlement on these two projects we respectfully request that the above information be taken into consideration as well as our other claims which were filed with your office quite some time ago. We would appreciate an early opportunity to discuss these claims with you as we are most desirous in closing these accounts which have been dragging out since 1945.

Awaiting your reply, we remain,

Very truly yours,

WARREN NORTHWEST INC.

J. R. Wininger,
President

JRW:dle

cc: Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

RECEIVED
DEC 24 1948
OREGON
STATE HIGHWAY COMMISSION

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 17, 1948

SUBJECT:

To: Mr. R. H. Baldock

I hand you herewith four claims submitted by the Warren Northwest Company on the Steiwer Hill-Albany contracts Nos. 2738 and 2739. The claims total $24,668.57.

Attached is a report of H. G. Smith setting forth his recommendations on all four claims.

I believe that Mr. Smith has analyzed this matter quite well and I can see no basis for recommending payment of the claims unless there would be a legal interpretation that claims Nos. 3 and 4 might have some validity. Even this I question, as our contracts definitely specify that non-completion of the structural work within the specified time limit (structural work performed under a different contract) does not entitle the contractor to extra compensation of any kind.

If, you will furnish me your comments on this matter, I will hand the claim to Mr. Devers so that he may analyze claims 3 and 4 to determine if the State has any obligation to compensate the contractor for failure of the structural contractor to complete his work within the specified time.

W. C. Williams

WCW/ds
Encl.

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 6th, 1948

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

I hand you herewith four claims of the Warren Northwest Company, Inc. on the Steiwer Hill-Albany Contracts Nos. 2738 and 2739.

Claim No. 1

The first claim is in the amount of $4,891.30, which the contractor claims is extra expense involved in preparing the fine grade on these contracts due to what he considers to be physical errors or errors in judgment of the engineers.

The contractor considers $0.05 per square yard to be the average cost of preparing subgrade and wishes us to reimburse him for the difference between $0.05 and $0.085, the approximate cost on these jobs. An examination of our records by Mr. Clymer shows that $0.05 per square yard is a very low price for the preparation of subgrade for concrete pavement under present wage conditions. On the Siuslaw Junction-Ross Station job, Mountain States Construction Company, contractors, constructed in 1938 under ideal conditions of wages and labor, with one of our most progressive paving contractors, Fred Lindsey, the cost was $0.07 per square yard. Therefore, it would not seem possible for them to have bettered Fred Lindsey's cost under such unfavorable conditions.

I have discussed the matter very thoroughly with Mr. Eason and the resident engineer, Mr. Benedict, and I can see nothing to substantiate their claim that the subgrade was out of conformity with the header grades by two or three inches. The grading was done by the Heintz Construction Company under a sub-contract with the Warren Northwest. On account of the wide grade, three lines of finishing stakes were set, both side and center stakes. The grade appeared to be finished in a very creditable manner and had it not been, the responsibility could not be evaded by the general contractor. It is the responsibility of the contractor to place the designated amount of topping and shoulders under and around the concrete pavement. Each individual contractor would probably have different ideas about how this should be done.

At the start of the job we advised Warren Northwest that we considered much of the failure on the Monmouth-Camp Adair Section to be due to the fact we had spread the topping the winter before which caused it to absorb all the winter rains, with the resulting softening of the subgrade. Warren Northwest then secured permission to windrow it down the center and placed a mile or more in that manner before shutting down for the winter. This, of course, caused some additional work in spreading. In the spring the method of placing the topping was fully discussed with the contractor's superintendent and it was decided to spread the topping over the subgrade but somewhat in excess of the amount required underneath the pavement and shoulders in order that the larger rocks could be worked onto the shoulders and thus more easily work the topping down to a fine grade for the pavement. Since all the hauling was to be done on the shoulders, it was also necessary to have additional thickness on the shoulders in order to carry the load.

The cost of fine grading is a function of the size of the topping, the amount of material the contractor wishes on the shoulder to back up the ribbons and haul over and the amount and kind of equipment, particularly the skill of the blademen. I do not feel that this job cost any more than similar jobs.

## Claim No. 2

The contractor claims that after deducting for the amount of cement sold and that wasted for breakdowns and numerous other reasons, there still were 737 barrels unaccounted for, and asks reimbursement for the same. Our check of this indicates that 634 barrels would probably be a closer approximation.

The general specifications for concrete pavement provide: "Cement shall be measured by the bag, as packed by the manufacturer, or by weight. In the latter case, separate scales and hoppers shall be used for the cement with a device to indicate positively the complete discharge of the batch of cement into the batch box or container." Inasmuch as the contractor complied with this requirement, wherein the cement for every batch was weighed and recorded, and that was the designated method of payment, it is hard to see how the State can override these specifications. Therefore, it is recommended that this claim be rejected.

## Claim No. 3

The contractor asks reimbursement in the amount of $5,830.72 for the extra cost of freight on cement during 1947 over what it would have been in 1945, basing his claim on the clause in our specifications which states: "Non-completion of the structural work within the specified time will not, however, relieve the contractor of his obligation to entirely complete all work specified to be done under the contract. Neither will such non-completion entitle him to extra compensation of any kind." The contractor states that inasmuch as his completion date was September 30th, 1946, neither the specifications nor the Commission contemplated that the paving work would run over into the summer of 1947, and that the clause in the specifications must be interpreted in the right light of reasonableness.

In the first place there was no possibility of the contractor using cement in 1945 since he never intended to pave until 1946. Therefore, his claim should be based upon the cement price of 1946, which would make his claim $4,080.55. Had the contractor paved in 1946, he undoubtedly would have had considerable delay in moving his equipment around the Santiam Bridge and possibly some of the smaller bridges. In addition he would have had considerably more delays due to the non-receipt of cement, since the cement situation was much more acute during 1946 than during 1947. I feel that the contractor made much better progress in 1947 than he could have in 1946, and that probably his unit costs were not increased by the delay.

However, I feel that this is really a legal matter and that our Legal Department should decide whether the clause in our specifications is still binding even though the bridge contractor did not concentrate his best efforts on the smaller bridges.

Claim No. 4

This is a claim in the amount of $11,875.58 for additional labor costs due to increased prices of 1947 over 1946.

The Associated General Contractors' agreement with the Union provided that: "Work covered by this agreement which is in progress or contracted for, but not completed prior to December 31 of any year on which this contract is in force, shall be completed according to the terms of this agreement, and as to such work, the termination date of this agreement is hereby made the date of final acceptance of work called for on such contract."

The contractor does not explain why he elected to pay the 1947 scale but apparently he did not feel he could secure an adequate supply of labor unless he met the 1947 scale. I feel that this claim is similar to Claim No. 3 in that it is purely a legal matter to decide whether the clause in our contract covered a delay of this length.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

**OREGON STATE HIGHWAY COMMISSION**

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
FEB 2 - 1948
OFFICE OF
CONSTRUCTION ENGINEER

Salem, Oregon
January 30, 1948

SUBJECT: Steiner Hill-Albany Section
Contracts 2738 and 2739.

To: Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

The contractor shows a cost of $12,241.30 for the preparation of fine grade ahead of forms, and ½" - 0" cushion course.

Our analysis of the cost of preparing fine grade ahead of forms, and ½" - 0" cushion course is as follows:

| | |
|---|---|
| Supervision- - - - - - - - - | $ 1,123.13 |
| Labor- - - - - - - - - - - - | 4,941.54 |
| Labor Insurance- - - - - - - | 950.80 |
| Equipment Rental - - - - - - | 3,278.45 |
| Gas, Oil & Grease- - - - - - | 625.25 |
| Miscellaneous Expense- - - | 339.25 |
| Bond & Insurance - - - - - - | 180.10 |
| Office & Overhead- - - - - | 554.21 |
| Total - - - - - - - | $11,992.75 |

The amount shown by the contractor - $12,241.30 - is very close to the amount we show.

The contractor contends that the cost is excessive due to high subgrade, and should have been about $0.05 per square yard, or $7,350.00, instead of $12,241.30.

From past work performed, we have found that the cost of fine grading will vary from $0.03 to $0.09 per square yard, depending largely upon the care with which the selected roadbed topping is placed and shaped.

Very truly yours,

E. H. Clymer
Cost Analyst

EHC:KR

8 WX 10M 6-47

# OREGON STATE HIGHWAY COMMISSION

JAN 1948

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 2, 1948

SUBJECT: Steiver Hill-Albany Section
Contracts 2738 and 2739.

To: Mr. E. G. Smith
Construction Engineer
Office

L

Dear Sir:

With reference to contractor's claim for 737 barrels of cement purchased but not accounted for, a comparison of the contractor's records and the State laboratory records is as follows:

| | Contractor's Reports | Laboratory Reports |
|---|---|---|
| Barrels cement purchased | 44,301.75 | 44,297.75 |
| Barrels cement used | 43,156 | 43,022.75 |
| Barrels cement wasted, dumped on grade | 66 | 60 |
| Barrels cement wasted in dry and wet batches | 52.5 | 50 |
| Barrels cement wasted, added in batches | 4.5 | 40 |
| Barrels cement rejected account lumpy | 110 | 120 |
| Barrels cement sold to Salem Sand & Gravel | 160.75 | 160.75 |
| Barrels cement lost in breakdown at plant | 15 | 100 |
| Barrels cement unloading cars | | 100 |
| Barrels cement used to compensate for partially set up cement in trucks | | 10 |
| Total used or accounted for | 43,564.75 | 43,663.50 |
| Barrels cement not accounted for | 737 | 634 |

The contractor's reports show 737 barrels unaccounted for, and the State Laboratory report shows 634 barrels unaccounted for. Considering that the cement shown as lost or wasted was estimated, the two reports are as close as can be expected.

151 carloads of cement were received containing an average of about 293 barrels per car. The cement not accounted for represents about 2½ carloads, or 1.66% of the total amount purchased.

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

Contracts Nos. 2738 and 2739.

To: Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

With reference to increased cost of cement due to increase in freight rates which were changed as follows:

Freight from Gold Hill to Jefferson prior to
July 1, 1946- - - - - - - - $0.175 per cwt.
July 1, 1946 to Jan. 1, 1947 $0.1855 " "
(Association of railroads' Regulation X 148
increased freight rates 6% effective July
1, 1946.)
Jan. 1, 1947 to Oct. 13, 1947 $0.21 per cwt.
(Association of railroads' Regulation X 162
superseded X 148 and increased freight
rates from 6% to 20%.

EHC:MR

The concrete paving on these contracts would probably have been done sometime between July 1, 1946, and September 30, 1946, if there had been no delay from bridge construction under separate contract. The freight rate in effect at that time was $0.1855 per cwt., instead of $0.175 per cwt., as shown in the contractor's claim.

The contractor's claim reads as follows:

| | |
|---|---|
| Freight on 16,659,420 lbs. cement at 1947 rate of $0.21 per cwt.- - - - - - - - - - - - - - - - | $34,984.71 |
| Freight on 16,659,420 lbs. cement at 1945 rate of $0.175 per cwt.- - - - - - - - - - - - - - - | 29,153.99 |
| Extra Cost - - - - - | $ 5,830.72 |

This claim should be changed to read:

| | |
|---|---|
| Freight on 16,659,420 lbs. cement at 1947 rate of $0.21 per cwt.- - - - - - - - - - - - - - - - | $34,984.74 |
| Freight on 16,659,420 lbs. cement at 1946 rate of $0.1855 per cwt.- - - - - - - - - - - - - - - | 30,903.19 |
| Extra Cost - - - - - | $ 4,080.55 |

---

The Pacific Portland Cement Company used the railroad company weights in computing their bills to the contractor. It is possible that the railroad company net weights are off one or two per cent, or some of the cement might have been used on work other than these two contracts.

Very truly yours,

E. H. Clymer
Cost Analyst

1948

**OREGON STATE HIGHWAY COMMISSION**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 2, 1948

SUBJECT: Steiver Hill-Albany Section
Contracts Nos. 2738 and 2739.

To: Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

With reference to increased cost of cement due to increase in freight rates which were changed as follows:

Freight from Gold Hill to Jefferson prior to July 1, 1946- - - - - - - $0.175 per cwt.
July 1, 1946 to Jan. 1, 1947 $0.1855 " "
(Association of railroads' Regulation X 148 increased freight rates 6% effective July 1, 1946.)
Jan. 1, 1947 to Oct. 13, 1947 $0.21 per cwt.
(Association of railroads' Regulation X 162 superseded X 148 and increased freight rates from 6% to 20%.

The concrete paving on these contracts would probably have been done sometime between July 1, 1946, and September 30, 1946, if there had been no delay from bridge construction under separate contract. The freight rate in effect at that time was $0.1855 per cwt., instead of $0.175 per cwt., as shown in the contractor's claim.

The contractor's claim reads as follows:

| | |
|---|---|
| Freight on 16,659,420 lbs. cement at 1947 rate of $0.21 per cwt.- - - - - - - - - - - - - - - - - | $34,984.71 |
| Freight on 16,659,420 lbs. cement at 1945 rate of $0.21 per cwt.- - - - - - - - - - - - - - - - (0.175) | 29,153.99 |
| Extra Cost - - - - - | $ 5,830.72 |

This claim should be changed to read:

| | |
|---|---|
| Freight on 16,659,420 lbs. cement at 1947 rate of $0.21 per cwt.- - - - - - - - - - - - - - - - - | $34,984.74 |
| Freight on 16,659,420 lbs. cement at 1946 rate of $0.1855 per cwt.- - - - - - - - - - - - - - | 30,903.19 |
| Extra Cost - - - - - | $ 4,080.55 |

The extra cost of cement used on these contracts due to increased freight rates was $4,080.55, instead of $5,830.72 as claimed.

Very truly yours,

E. H. Clymer
Cost Analyst

EHC:ER

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 2, 1948

SUBJECT: Steiver Hill-Albany Section
Contracts 2738 and 2739.

To: Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

With reference to the difference in the cost of on-the-job labor between 1946 and 1947, the relation of labor costs, as shown by contractors for 1946 against 1947, are correct. However, the labor cost shown for 1947, in amount of $106,005.19 does not check with certified pay rolls which show an amount of $104,951.55, a difference of $1,054.14.

The contractors paid the 1947 wage scale for work done in 1947, but could have paid the 1946 wage scale, if they had so elected, in accordance with labor agreement with the Union which reads in part, "Work covered by this agreement which is in progress or contracted for, but not completed prior to December 31 of any year on which this contract is in force, shall be completed according to the terms of this agreement, and as to such work, the termination date of this agreement is hereby made the date of final acceptance of work called for on such contract."

On an adjacent contract, C. J. Montag & Sons paid the 1946 wage scale for the work done in 1946 and 1947. Also, McNutt Brothers paid the 1946 wage scale on the Crater Lake Highway contract which was started in 1946, and finished in 1947. All of the paving on McNutt's job was done in 1947.

Very truly yours,

E. H. Clymer
Cost Analyst

EHC:ER

**WARREN NORTHWEST INC.**
HIGHWAY & ROAD CONTRACTORS
POST OFFICE BOX 5072 • PHONE: TABOR 3288
PORTLAND 12, OREGON

DEC 0 194

December 29, 1947

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. G. Smith

Gentlemen:

We are enclosing herewith copies of cement bills and freight bills on cement for contracts Nos. 2738 and 2739, Linn & Marion Counties.

Very truly yours

WARREN NORTHWEST INC.

J. R. Wininger
President

**WARREN NORTHWEST INC.**
HIGHWAY & ROAD CONTRACTORS
POST OFFICE BOX 5072 • PHONE: TABOR 3288
PORTLAND 13, OREGON

November 15, 1947

INVOICE

Oregon State Highway Commission
Salem, Oregon

Extra Cost of Freight on Cement, 1947 Operation on Steiwer Hill-Albany Contract Nos. 2738 and 2739:

| | |
|---|---|
| Freight on 16,659,420 lbs. of Cement at 1947 rate of .21 per cwt. = | $ 34,984.71 |
| " " " " " " " 1945 " " .175 " " = | 29,153.99 |
| Extra Cost | $ 5,830.72 |

WARREN NORTHWEST INC.
HIGHWAY & ROAD CONTRACTORS
POST OFFICE BOX 5072 • PHONE: TABOR 3388
PORTLAND 12, OREGON

December 16, 1947

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Subject: Steiwer Hill-Albany Contracts
Nos. 2738 and 2739.

With reference to the above subject contracts, we enclose our invoice in the amount of $4,891.30 covering extra expense involved in preparing the fine grade on these contracts.

In explanation of this invoice, the subgrade was prepared according to the specifications and grade stakes set by the engineer. The base rock was placed and finished in the quantities ordered by the engineers. However, when concrete header form stakes were set it was found that the grade was in many places from two to three inches high. This then required extra work in scarifying and removing the surplus materials, the reprocessing and relaying of the balance of the materials which work was far beyond any work involved in a fine grading operation. The grades were raised in some locations to correct this condition, but even this was not enough to keep from having to remove an excessive amount of base materials in a few places down to subgrade.

We, therefore, feel that we should be reimbursed for this additional expense.

Very truly yours

WARREN NORTHWEST INC.

J. R. Wininger
President

JRW:DB

**WARREN NORTHWEST INC.**
HIGHWAY & ROAD CONTRACTORS
POST OFFICE BOX 5073 • PHONE: TABOR 5566
PORTLAND 13, OREGON

December 3, 1947

Oregon State Highway Department
Salem, Oregon

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## INVOICE

Cost of Preparing Fine Grade Ahead of Forms and 1/2"-0" Cushion Course:

| | | | |
|---|---|---|---|
| Labor | | $ 7,587.66 | |
| Equipment: | | | |
| #12 Cat Grader | 593-1/2 hr. @ 3.495 per hr. | 2,074.28 | |
| #140 Warco Grader | 82-1/2 hr. @ 3.495 per hr. | 288.34 | |
| #112 Cat Grader | 245 hr. @ 2.286 per hr. | 560.07 | |
| Diesel Roller, 10 Ton | 606-1/2 hr. @ 2.854 per hr. | 1,730.95 | |
| Sub-Total | | | $ 12,241.30 |

Actual cost should not have exceeded .05 per sq. yd., but due to excessive base material placed and finished it was found when form stakes were set that base materials had been placed and finished from 2" to 3" higher than necessary, which then required additional scarifying. processing, shaping and rolling far beyond what should have been required in any fine grading operation. Due to this condition the grades were raised in several places, but this was not enough or possible in many places to correct the condition of excess base materials.

| | |
|---|---|
| 133,337.6 sq. yd. pavement area requires approximately | |
| 147,000 sq. yd. Fine Grade Area @ .05 per sq. yd. | 7,350.00 |
| Total | $ 4,891.30 |

2

WARREN NORTHWEST INC.
HIGHWAY & ROAD CONTRACTORS
POST OFFICE BOX 5073 • PHONE: TABOR 3329
PORTLAND 13, OREGON

December 15, 1947

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Subject: Steiwer Hill-Albany Contracts
Nos. 2738 and 2739.

With reference to the above subject contracts, upon completion of these contracts we found that there were 737 bbls. of cement purchased which we could not account for.

We are attaching summary showing the actual amount of cement required according to the standard specifications, the amount wasted and the amount sold, which was the amount left over in the last car when the above contracts were finished. We also show the amount of cement purchased.

There is no doubt that the difference of 737 bbls. was used in the pavement. Just how this could be done is a little difficult for us to explain, but it must have been weighed in at the batching plant. We, of course, have no control on how the weights are set on the scales at the batching plant. They may have been set in error by the inspector as the scales were changed many times during the course of these contracts.

In any event, the extra cement was incorporated in the concrete pavement on these two contracts and we feel that we should be allowed the actual cost of this cement.

Very truly yours

WARREN NORTHWEST INC.

J. R. Wininger
President

JRW:DB
Encl.

**WARREN NORTHWEST INC.**
HIGHWAY & ROAD CONTRACTORS
POST OFFICE BOX 5072 • PHONE: TABOR 3388
PORTLAND 13, OREGON

November 15, 1947

INVOICE

Oregon State Highway Commission
Salem, Oregon

Cost of Additional Cement used in Portland Cement Concrete Pavement on Steiwer Hill-Albany Project, Contract Nos. 2738 and 2739:

| | |
|---|---|
| Cement to have been used based on | |
| 8 Sacks per Batch - 1,808 Batches = | 3,616 bbls. |
| 8-1/2 Sacks per Batch - 18,607 Batches = | 39,540 bbls. |
| | 43,156 bbls. |
| Cement wasted, July 3, Dumped on Grade | 66 " |
| " " in dry and wet batches | 52.5 " |
| " added to batches | 4.5 " |
| " rejected account lumpy | 110 " |
| " sold to Salem Sand & Gravel Co. | 160.75 " |
| " lost in breakdown at plant | 15 " |
| Total | 43,564.75 bbls. |
| Total Cement Purchased | 44,301.75 bbls. |
| Total Cement Shown Above | 43,564.75 " |
| Additional Cement Used | 737 bbls. |

737 bbls. Cement @ 2.81 = $2,070.97

3

**WARREN NORTHWEST INC.**
HIGHWAY & ROAD CONTRACTORS
POST OFFICE BOX 5072 • PHONE: TABOR 3288
PORTLAND 18, OREGON

December 15, 1947

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Subject: Steiwer Hill-Albany Contracts
Nos. 2738 and 2739.

With reference to the above subject contracts, we submit herewith for your consideration our summary covering the difference in costs of on the job labor between 1946 and 1947 rates.

At the time these contracts were let we based our bid on completing these contracts in 1946. September 31, 1946 was the completion date specified in our contracts. However, a few months delay would not have been too costly, but the fact that these contracts were delayed through no fault of ours for one year and had to be done in 1947 has caused excessive penalty to us and we feel that some adjustment on these additional labor costs should be made. We would, therefore, appreciate your kind consideration of the attached summary.

Very truly yours

WARREN NORTHWEST INC.

J. R. Wininger
President

JRW:DB

Encl.

WARREN NORTHWEST INC.
HIGHWAY & ROAD CONTRACTORS
POST OFFICE BOX 5073 • PHONE: TABOR 3288
PORTLAND 12, OREGON

November 15, 1947

INVOICE

Oregon State Highway Commission
Salem, Oregon

Extra Payroll Costs, 1947 Operation on Steiwer Hill-Albany Project, Contract No. 2738 and No. 2739:

| Payroll Week Ending | Amount at 1946 Rates | Amount at 1947 Rates | |
|---|---|---|---|
| April 26 | $ 402.52 | $ 453.62 | |
| May 3 | 337.73 | 381.53 | |
| May 10 | 744.67 | 845.33 | |
| May 17 | 1,320.93 | 1,490.00 | |
| May 24 | 2,026.23 | 2,275.62 | |
| May 31 | 1,710.99 | 1,907.72 | |
| June 7 | 1,585.50 | 1,745.14 | |
| June 14 | 739.13 | 813.67 | |
| June 21 | 2,941.82 | 3,280.99 | |
| June 28 | 6,779.99 | 7,597.74 | |
| July 5 | 4,717.36 | 5,302.95 | |
| July 12 | 7,960.46 | 8,890.49 | |
| July 19 | 8,463.17 | 9,431.14 | |
| July 26 | 8,651.42 | 9,751.67 | |
| August 2 | 8,465.01 | 9,507.31 | |
| August 9 | 8,141.39 | 9,211.87 | |
| August 16 | 6,701.23 | 7,592.73 | |
| August 23 | 6,592.26 | 7,525.81 | |
| August 30 | 5,929.06 | 6,763.36 | |
| September 6 | 2,995.57 | 3,344.25 | |
| September 13 | 2,715.19 | 3,068.04 | |
| September 20 | 1,740.56 | 1,977.35 | |
| September 27 | 1,849.91 | 2,129.57 | |
| October 4 | 618.01 | 717.79 | |
| | $ 94,130.11 | $106,005.69 | |
| | | -94,130.11 | |
| | Difference | | $ 11,875.58 |

4

WARREN NORTHWEST INC.
HIGHWAY & ROAD CONTRACTORS
POST OFFICE BOX 5073 • PHONE: TABOR 3288
PORTLAND 12, OREGON

December 15, 1947

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Subject: Steiwer Hill-Albany Contracts
Nos. 2738 and 2739

With reference to the above subject, we enclose our invoice in the amount of $5,830.72, covering the increase in freight rate on cement shipped from Grants Pass, Oregon, to Jefferson for these contracts.

This increase in freight rate went into effect January 1, 1947. Our contract was to have been completed on September 30, 1946. This we were unable to accomplish because of uncompleted bridges being built under another contract.

At the time these contracts were let, May 29, 1945, it was contemplated that grading work would be done during 1945 and 1946. This work was done under our contract according to schedule; however, the small bridges under a separate contract were to be completed March 31, 1946, but were actually not completed until June 1947.

We feel that the specifications never intended nor did the Commission ever contemplate any such length of delay in the bridge contract and, from our observations during our grading and rock production operations, the bridge contractor did not concentrate his best efforts on the small bridges, which would have allowed us to proceed with our contract during 1946. We, therefore, feel that we should be reimbursed by the Oregon State Highway Commission for this increase in freight, which cost we would not have had had we been able to finish our contract during 1946 as we contemplated.

Your kind consideration of this bill will be greatly appreciated.

Very truly yours

WARREN NORTHWEST INC.

J R Wininger

J. R. Wininger
President

JRW:DB
Encl.

RECEIVED
FEB 2 1949
FOR FILING

176(9)

2738

February 1, 1949

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 24, 1949, had under discussion your request for an extension of time of 80 days, from May 31 to August 19, 1948, within which to complete your contract No. 2738 covering the South Unit, Steiwer Hill-Albany Section of Pacific Highway East in Linn County.

I am pleased to inform you that the Commission granted your request without penalty. The Commission's action was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. B. Mason,
Division Engineer

H. G. Smith

NOTED ON CARD

2-1-49, gl

RECEIVED
JAN 18 1949
FOR FILING

176 (4)

2738

January 14, 1949

Oregon State Highway Commission

Request for extension of time
No. 11
January 24 and 25 Meeting

Gentlemen:

Herewith a request from Warren Northwest, Inc. for an extension of time on Contract No. 2738, South Unit, Steiwer Hill-Albany Section of the Pacific Highway East, from May 31, 1948 to August 19, 1948.

All work on this project, with the exception of placing guardrails, was completed and the highway opened to traffic on October 1, 1947. The contractor was unable to secure dry lumber which would meet specifications and was, therefore, unable to install guardrails in accordance with the contract until the final completion date. This delay resulted in no inconvenience to the traveling public, and I would, therefore, recommend that this extension be granted without penalty.

Mr. F. M. Davis of the Public Roads Administration concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

ECEIVED
JAN 10 1949
FOR FILING
FAP-176(9)
2738

January 10, 1949

Mr. T. H. Ervin, District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Will you kindly concur an extension of time on Contract No. 2738, South Unit, Steiwer Hill-Albany Section of the Pacific Highway East Oregon SH-E-4-FAP 176 (9) from May 31, 1948 to August 18, 1948 to Larson Northwest Inc., Contractors.

All work on this project with the exception of the placing guardrails was completed and opened to traffic on October 1, 1947. The contractor was unable to secure dry lumber which would meet specifications and was therefore held up for a considerable time before being able to install guardrails.

This delay resulted in no inconvenience to the traveling public and would recommend that this extension be granted without penalty.

R. H. Baldock
State Highway Engineer

By,
W. C. Williams
Assistant State Highway
Engineer

cc H. G. Smith

RECEIVED
DEC 14 1948
FOR FILING

176 (9)

2738

December 14, 1948

United States Fidelity and Guaranty Co.
W. Talbot Sinclair, Manager
1112 Bedell Bldg.
Portland 4, Oregon

Dear Sir:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Warren Northwest, Inc., on contract No. 2738, covering the South Unit, Steiwer Hill-Albany Section of Pacific Highway East in Linn County. This payment, in the amount of $10,067.38, will be made on or after December 24, 1948. The retained percentage is $5,000.

There is a claim filed against this project by Mr. and Mrs. Gerald L. Stowe, in the amount of $172.50, of which you have been previously notified.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United States Fidelity & Guaranty Co.
Baltimore 3
Maryland

NOTED ON CARD

12-14-48 gl

RECEIVED
DEC 10 1948
FOR FILING
FAP 176(9)
2738

December 9, 1948

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

**Attention: Mr. J. R. Wininger**

Gentlemen:

Pursuant to our conversation concerning final payment for work on the South Unit of the Steiwer Hill-Albany Project, we are sending herewith forms on which to request an extension of time.

A previous extension extended the time to May 31, 1948. According to our records, the work was completed on August 19, 1948.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP/gs

Encl.

RECEIVED
JAN 10 1949
FOR FILING

B. H. Baldock

November 26th, 1948

Contract #2738
~~[illegible]~~ South Unit

176 (9)

# FINAL COST ANALYSIS
Grading & Paving

Prefix 22-1117-201(46)
Pacific Highway East

Warren Northwest, Contractor
A. V. Benedict & Darel Rohrbough, Resident Engineers

| Item 2738 | Quantity | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| #Clearing & Grubbing | All | L. S. | | | $11,821.98 | $12,500.00 |
| #Removal of Pavement | 1,250.4 | Sq. Yd. | $0.26 | $1.00 | 327.40 | 1,250.40 |
| *Struct. Exc., Unclassified | 2,627.34 | Cu. Yd. | 3.03 | 3.00 | 7,960.84 | 7,882.02 |
| #Trench " " | 2,898.60 | " " | 0.68 | 2.00 | 1,972.19 | 5,797.20 |
| #Gen. Exc. Sta. 718+93-846 | 162,718.7 | " " | 0.19 | 0.35 | 30,984.76 | 56,951.55 |
| # " " " 846-311+20 | 145,457.7 | " " | 0.204 | 0.35 | 29,732.69 | 50,910.20 |
| #Gravel Emb. in Place | 42,439 | " " | 0.41 | 0.40 | 17,407.80 | 16,975.60 |
| #Short Overhaul | 1,075,979 | Yd. Sta. | 0.015 | 0.02 | 16,139.68 | 21,519.58 |
| #Long " | 29,126.8 | C-Yd. Sta. | 0.30 | 0.30 | 8,738.04 | 8,738.04 |
| #Rounding Cutbanks | 7,170 | Lin. Ft. | 0.06 | 0.15 | 447.34 | 1,075.50 |
| #Finishing R/W & Slopes | 5.89 | Mile | 298.67 | 250.00 | 1,759.14 | 1,472.50 |
| ø3" Concrete Drain Pipe | 674 | Lin. Ft. | 0.57 | 0.35 | 386.20 | 235.90 |
| *6" " " | 1,241 | " " | 0.51 | 0.50 | 626.70 | 620.50 |
| *12" Concrete Pipe | 1,974 | " " | 1.26 | 1.25 | 2,492.18 | 2,467.50 |
| *18" " " | 2,193 | " " | 2.52 | 2.50 | 5,537.32 | 5,482.50 |
| *24" " " | 87 | " " | 3.28 | 3.25 | 285.58 | 282.75 |
| *Concrete Inlets | 4 | Each | 40.40 | 40.00 | 161.60 | 160.00 |
| *Class "A" Concrete | 433 | Cu. Yd. | 40.40 | 40.00 | 17,493.27 | 17,320.00 |
| *Metal Reinforcement | 64,022 | Lb. | 0.063 | 0.0625 | 4,041.39 | 4,001.38 |
| #Wood Guard Rail, Conc. Post | 3,910 | Lin. Ft. | 2.00 | 2.00 | 7,820.00 | 7,820.00 |
| #ø3"-0" Mat'l. in Base | 49,503.5 | Cu. Yd. | 1.07 | 1.10 | 53,084.79 | 54,453.85 |
| ø3/4"-0" Mat'l. in ~~Base and~~ Shoulders | 9,912 | " " | 1.65 | 1.48 | 16,313.28 | 14,669.76 |
| ø½"-0" Mat'l. in Cushion | 1,967 | " " | 3.90 | 1.80 | 7,676.40 | 3,540.60 |
| #øSprinkling | 2,498 | M-Gal. | 1.50 | 1.75 | 3,750.00 | 4,371.50 |

| | Quantity | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| [illegible] Cement Concrete Pavement | 83,187.03 | Sq. Yd. | $2.11 | $1.92 | $175,894.49 | $159,719.10 |
| #Expansion Joints in Pavement | 360 | Lin. Ft. | 0.39 | 0.15 | 138.69 | 54.00 |
| #Contraction Joints | 49,756 | " " | 0.04 | 0.02 | 2,033.06 | 955.12 |
| #Tie Bars & Reinforcement | 57,323 | Lb. | 0.07 | 0.06 | 4,084.24 | 3,439.38 |
| #Furn. & Place Aggregates | 1,948 | Cu. Yd. | 3.06 | 2.75 | 5,960.98 | 5,357.00 |
| #Furn. & Place RT-8 Tar | 142.4 | Ton | 22.89 | 23.25 | 3,258.99 | 3,310.80 |
| *PA #1, 18" Concrete Curb | 2,833.9 | Lin. Ft. | 1.31 | 1.30 | 3,720.91 | 3,684.07 |
| *PA #1, 20" " " | 2,823 | " " | 1.41 | 1.40 | 3,991.72 | 3,952.20 |
| *PA #1, 30" Concrete Pipe | 116 | " " | 8.08 | 8.00 | 937.28 | 928.00 |
| #PA #2, Extra Clearing & Grubbing | 3.37 | Acre | 420.62 | 500.00 | 1,417.50 | 1,685.00 |
| *PA #3, 8" Concrete Drain Pipe | 399 | Lin. Ft. | 0.81 | 0.80 | 322.39 | 319.20 |
| #PA #3, Gravel Backfill in Drain | 232 | Cu. Yd. | 2.30 | 1.90 | 533.40 | 440.80 |
| #PA #4, Special Excavation | 6,775.3 | " " | 0.178 | 0.55 | 1,209.03 | 3,726.42 |
| #PA #4, Salvage 18" & 24" Pipe | 321 | Lin. Ft. | 0.88 | 1.00 | 281.90 | 321.00 |

| | Quantity | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| [illegible] Cement Concrete in Pavement | 83,187.03 | Sq. Yd. | $2.11 | $1.92 | $175,894.49 | $159,719.10 |
| ØExpansion Joints in Pavement | 360 | Lin. Ft. | 0.39 | 0.15 | 138.69 | 54.00 |
| ØContraction Joints | 49,756 | " " | 0.04 | 0.02 | 2,033.06 | 955.12 |
| ØTie Bars & Reinforcement | 57,323 | Lb. | 0.07 | 0.06 | 4,084.24 | 3,439.38 |
| ØFurn. & Place Aggregates | 1,948 | Cu. Yd. | 3.06 | 2.75 | 5,960.98 | 5,357.00 |
| ØFurn. & Placc RT-8 Tar | 142.4 | Ton | 22.89 | 23.25 | 3,258.99 | 3,310.80 |
| *PA #1, 18" Concrete Curb | 2,833.9 | Lin. Ft. | 1.31 | 1.30 | 3,720.91 | 3,684.07 |
| *PA #1, 20" " " | 2,823 | " " | 1.41 | 1.40 | 3,991.72 | 3,952.20 |
| *PA #1, 30" Concrete Pipe | 116 | " " | 8.08 | 8.00 | 937.28 | 928.00 |
| #PA #2, Extra Clearing & Grubbing | 3.37 | Acre | 420.62 | 500.00 | 1,417.50 | 1,685.00 |
| *PA #3, 8" Concrete Drain Pipe | 399 | Lin. Ft. | 0.81 | 0.80 | 322.39 | 319.20 |
| #PA #3, Gravel Backfill in Drain | 232 | Cu. Yd. | 2.30 | 1.90 | 533.40 | 440.80 |
| #PA #4, Special Excavation | 6,775.3 | " " | 0.178 | 0.55 | 1,209.03 | 3,726.42 |
| #PA #4, Salvage 18" & 24" Pipe | 321 | Lin. Ft. | 0.88 | 1.00 | 281.90 | 321.00 |
| *PA #4, 48" Concrete Culvert | 84 | " " | 13.64 | 13.50 | 1,145.34 | 1,134.00 |
| *PA #5, Catch Basin Grates & Frames | 5 | Each | 22.22 | 25.00 | 111.10 | 125.00 |
| #PA #6, Ext. Gravel Borrow | 9,105 | Cu. Yd. | 0.63 | 0.78 | 5,714.76 | 7,101.90 |
| *PA #7, Install 18" & 24" Pipe | 201 | Lin. Ft. | 0.71 | 0.70 | 142.11 | 140.70 |
| #PA #8, Topsoil Borrow Mat'l. | 888.8 | Cu. Yd. | 0.64 | 0.65 | 565.11 | 577.72 |
| ØPA #9, Furn. & Place 121-150 Asphalt in Seal Coat | 36.56 | Ton | 33.36 | 37.50 | 1,219.62 | 1,371.00 |
| ØPA #10, Purchase Excess: | | | | | | |
| Cr. Mat'l. in S.P. | 864.2 | Cu. Yd. | 1.46 | 1.75 | 1,266.26 | 1,512.35 |
| 3/4" - 0" | 3,362.5 | " " | 1.46 | 1.50 | 4,925.44 | 5,043.75 |
| 1/2" - 0" | 587.6 | " " | 1.24 | 1.25 | 726.45 | 734.50 |

|  | Quantity | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| [illegible], Cement Adjustment in Favor of State | 852.75 | Bbl. |  | $2.81 |  | - $2,996.23 |
| ØForce Account |  |  |  |  | $605.35 | 651.10 |
| Lump Sum Reduction as Specified in Contract |  |  |  |  |  | - 2,500.00 |
|  |  |  |  |  | $467,164.69 | $501,926.71 |

|  | Gross Revenue | Total Cost | Lump Sum Reduction | Net Profit | Net Loss | % Profit or Loss |
|---|---|---|---|---|---|---|
| Warren Northwest | $255,892.97 | $278,534.11 | - $1,250.00 |  | $21,391.14 | - 8.4% |
| R. A. Heinz | 248,533.74 | 188,630.58 | - 1,250.00 | $58,6[illegible].16 |  | 23.6% |
|  | $504,426.71 | $467,164.69 | - $2,500.00 | $34,762.02 |  | 6.9% |

* Work done by Henry Walder (Costs on these items are subcontractor's bid prices plus Heinz' office charges).

# Work done by R. A. Heinz.

Ø Work done by Warren Northwest.

---

[illegible] Cost

R. A. Heinz, Subcontractor

Labor:

|  |  |  |
|---|---|---|
| Supervision | [illegible] |  |
| Labor | [illegible] |  |
| State Industrial Accident Insurance | [illegible] |  |
| Social Security | [illegible] |  |
| Unemployment Insurance | [illegible] | $[illegible],686.95 |

Equipment Rental & Miscellaneous Expense:

|  |  |  |
|---|---|---|
| Equipment Rental, Owned | [illegible],815.73 |  |
| Equipment Rental, Hired | 1,733.00 |  |
| [illegible] | [illegible].50 |  |
| Gas, Oil & Grease | [illegible] |  |
| Miscellaneous [illegible] & [illegible] | [illegible] |  |
| Move In, Freight & Cartage | [illegible] |  |
| Explosives | [illegible] |  |
| Wire Rope | [illegible] |  |
| Public Liability Insurance | [illegible].15 |  |
| Field Office Expense | [illegible] |  |
| Bond | [illegible] | 77,638.81 |

Payment to Henry Walder, [illegible] Subcontractor:

|  |  |  |  |
|---|---|---|---|
| Struct. Excavation | 2,627.34 cu. yd. at $3.00 | $7,882.02 |  |
| 6" Conc. Drain Tile | 1,241 lin. ft. at 0.50 | 620.50 |  |
| 12" Conc. Culv. Pipe | 1,974 " " " 1.25 | 2,467.50 |  |
| 18" " " " | 2,193 " " " 2.50 | 5,482.50 |  |
| 24" " " " | 87 " " " 3.25 | 282.75 |  |
| Concrete Inlets | 4 each at 40.00 | 160.00 |  |
| Class "A" Concrete | 433 cu. yd. at 40.00 | 17,320.00 |  |
| Metal Reinforcement | [illegible] lbs. at [illegible] | 4,[illegible].38 |  |
| PA #1: |  |  |  |
| 18" Conc. Curb | 2,[illegible] lin. ft. at 1.30 | 3,6[illegible].07 |  |
| [illegible]" " " | 2,[illegible] " " " 1.40 | 3,9[illegible].20 |  |
| 36" Conc. Culv. Pipe | 116 " " " 8.00 | 928.00 |  |
| PA #2: |  |  |  |
| 8" Conc. Drain Tile | 399 " " " 0.80 | 319.20 |  |
| PA #4: |  |  |  |
| [illegible]" Conc. Culv. Pipe | 82 " " " 13.50 | 1,107.00 |  |
| PA #5: |  |  |  |
| [illegible] | 5 each at 22.00 | 110.00 |  |
| PA #[illegible]: |  |  |  |
| [illegible] | 202 lin. ft. at [illegible] | [illegible] | [illegible] |

## Steiwer Hill-Albany, South Unit

### Detail of Cost
### R. A. Heinz, Subcontractor

**Labor:**

| | | |
|---|---|---|
| Supervision | $2,836.67 | |
| Labor | 48,271.62 | |
| State Industrial Accident Insurance | 1,536.77 | |
| Social Security | 512.96 | |
| Unemployment Insurance | 1,528.93 | $54,686.95 |

**Equipment Rental & Miscellaneous Expense:**

| | | |
|---|---|---|
| Equipment Rental, Owned | $37,102.00 | |
| Equipment Rental, Hired | 9,815.73 | |
| Hired Trucks (Not Including Drivers) | 1,783.00 | |
| Gas, Oil & Grease | 8,036.80 | |
| Miscellaneous Supplies & Small Tools | 1,425.21 | |
| Move In, Freight & Cartage | 3,409.20 | |
| Explosives | 846.47 | |
| Wire Rope | 1,872.20 | |
| Public Liability Insurance | 508.92 | |
| Field Office Expense | 1,285.15 | |
| Home Office & General Overhead | 8,848.69 | |
| Bond | 2,205.44 | |
| Royalty | 500.00 | 77,638.81 |

**Payment to Henry Walder, Culvert Subcontractor:**

| | | | |
|---|---|---|---|
| Struct. Excavation | 2,627.34 cu. yd. at $3.00 | $7,882.02 | |
| 6" Conc. Drain Tile | 1,241 lin. ft. at 0.50 | 620.50 | |
| 12" Conc. Culv. Pipe | 1,974 " " " 1.25 | 2,467.50 | |
| 18" " " " | 2,193 " " " 2.50 | 5,482.50 | |
| 24" " " " | 87 " " " 3.25 | 282.75 | |
| Concrete Inlets | 4 each at 40.00 | 160.00 | |
| Class "A" Concrete | 433 cu. yd. at 40.00 | 17,320.00 | |
| Metal Reinforcement | 64,022 lbs. at 0.0625 | 4,001.38 | |
| PA #1: | | | |
| 18" Conc. Curb | 2,883.9 lin. ft. at 1.30 | 3,684.07 | |
| 20" " " | 2,823 " " " 1.40 | 3,952.20 | |
| 36" Conc. Culv. Pipe | 116 " " " 8.00 | 928.00 | |
| PA #3: | | | |
| 8" Conc. Drain Tile | 399 " " " 0.80 | 319.20 | |
| PA #4: | | | |
| 48" Conc. Culv. Pipe | 84 " " " 13.50 | 1,134.00 | |
| PA #5: | | | |
| Catch Basin, Grates and Frames | 5 each at 22.00 | 110.00 | |
| PA #7: | | | |
| Install 18" & 24" Culv. Pipe | 201 lin. ft. at 0.70 | 140.70 | 48,484.82 |
| | | | $180,245.47 |

## Detail of Cost - Cont'd.

| | | | |
|---|---|---|---|
| **Brought Forward** | | | $180,245.47 |
| **Payment to Collins Concrete Pipe Co.:** | | | |
| Wood Guard Rail | 3,910 Lin. Ft. at $2.00 | $7,820.00 | 7,820.00 |
| T o t a l C o s t . . . . . . . . . . . . . . . . . . . . . . . . . . . | | | $188,630.58 |

# Detail of Cost
## Warren Northwest
## South Unit

| | | | | |
|---|---|---|---|---|
| **Labor:** | | | | |
| Supervision (Superintendent & Timekeeper) | | | $8,084.35 | |
| Supervision (Foremen) | | | 7,171.27 | |
| Labor | | | 79,278.15 | |
| State Industrial Accident Insurance | | | 1,945.11 | |
| Unemployment Insurance | | | 2,593.48 | |
| Social Security | | | 864.49 | |
| | | | | $99,936.85 |
| **Materials:** | | | | |
| [illegible] Concrete Drain Pipe | 674 | Feet at $0.215 | $144.91 | |
| Cement (F.O.B. Jefferson) | 26,474 | Bbl. at $2.52 | 66,714.48 | |
| Curing Compound | 2,167 | Gal. at $0.834 | 1,807.28 | |
| Expansion Joint Filler | 360 | Feet at $0.133 | 47.88 | |
| Contraction Joint Filler | 49,756 | Feet at $0.015 | 746.34 | |
| Sealing Compound | 139 | Lb. at $0.257 | 35.72 | |
| Reinforcing Steel | 57,323 | Lb. at $0.041 | 2,350.24 | |
| RT-8 Tar | 142.40 | Ton at $12.50 | 1,780.00 | |
| 151-200 Asphalt | 36.56 | Ton at $17.50 | 639.80 | |
| Freight on Tar & Asphalt | 178.96 | Ton at $2.40 | 429.50 | |
| Concrete | 1 | Cu. Yd. at $11.25 | 11.25 | |
| | | | | 74,707.40 |
| **Equipment Rental and Miscellaneous Supplies:** | | | | |
| Equipment Rental, Owned | | | $51,577.94 | |
| " " , Hired | | | 22,613.12 | |
| Gas, Oil and Grease | | | 6,927.36 | |
| Move In, Freight & Cartage | | | 4,940.07 | |
| Lumber | | | 1,974.80 | |
| Bond | | | 3,178.28 | |
| P.L. & P.D. Insurance | | | 847.08 | |
| Demurrage | | | 214.36 | |
| Small Tools & Misc. Supplies | | | 779.67 | |
| Travel Expense & Expense Account | | | 727.03 | |
| Field Office & Site Rental | | | 2,191.20 | |
| Home Office & General Overhead | | | 7,918.85 | |
| | | | | 103,889.86 |
| T o t a l C o s t . . . . . . . . . . . . . . . . | | | | $278,534.11 |

## Portland Cement Concrete Pavement
## Steiwer Hill-Albany Section, South Unit

### Breakdown of Costs

| Operation | Quantity | Unit | Cost | Unit Cost |
|---|---|---|---|---|
| Move In, Set Up and Move Equipment | 83,187.03 | Sq. Yd. | $4,733.40 | $0.06 |
| Fine Grade | " | " " | 4,265.57 | 0.05 |
| Forms | " | " " | 15,332.08 | 0.18 |
| Batch | " | " " | 11,673.30 | 0.14 |
| Haul Batch to Mixer | " | " " | 13,397.60 | 0.16 |
| Mix and Place | " | " " | 20,880.17 | 0.25 |
| Cure | " | " " | 3,538.13 | 0.04 |
| Cement (Cost at Batch Plant) | " | " " | 74,581.96 | 0.90 |
| Aggregate | " | " " | 22,222.71 | 0.27 |
| Proratable Expense | " | " " | 5,269.57 | 0.06 |
| Total | 83,187.03 | Sq. Yd. | $175,894.49 | $2.11 |

Move in, set up and move equipment costs are prorated between North Unit and South Unit sections.

Fine grade cost is a normal cost for preparation of base ahead of forms.

Forms used were Blaw Knox steel forms held in place with steel pins. Form costs were high because an inexperienced form crew had trouble getting the forms to line and grade.

Batching was done with a four-bin aggregate bunker and cement bunker. The aggregate bunker was charged with 2 one-yard clam shells and dozers. This was a very efficient operation.

Batch haul was done mostly with hired trucks hauling either two or three batches. Average haul from batcher to mixer was 3.1 miles.

Mixing was done with a Koehring 34E dual-drum mixer. Placing and finishing were done with a Blaw Knox spreader, Blaw Knox strike-off screed and a Johnson float, leaving a small amount of hand finishing and brooming to be done by hand labor.

Curing was done by liquid membrane method. One man with a small spray and compressor applied the curing compound.

Cement was shipped from the Gold Hill cement plant to the siding at Jefferson and hauled to the batching plant in bulk cement tank trucks.

Aggregate was produced by the contractor's own plant from a gravel bar on the Santiam River west of the new Santiam River bridge.

Average production based on elapsed time was 283 sq. yds. or 220 lineal feet of 12-foot pavement per hour.

Total elapsed time was 308 hours of working time with 221 hours of operating time for a loss of 28% of the working time because of mechanical breakdowns, cement delivery and moving time.

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1946. Work was started June 21, 1946, and completed August 19, 1948.

The clearing area was mainly open fields interspersed with ash, oak and fir groves and brushy fence rows. [illegible] was used extensively and also two D-8 cats and dozers.

The culvert pipe and structures were subbed to Henry Welder at the contractor's bid prices. Transit Mix hauled from Salem was used for the Class "A" concrete.

The gravel embankment on the north end of the project was hauled from a borrow pit on the north side of the Santiam River. A gravel ramp and a temporary bridge were constructed for an equipment crossing. Two Terra Cobras, four DW-10's and cats and scrapers were used for hauling the material. This work was delayed on several occasions due to high water in the river with consequent damage to ramp and bridge.

The general excavation contained only about 6,000 cu. yds. of solid which required drilling and shooting. The rest of the material was moved easily with carryalls, Terra Cobras and DW-10's with good production. Two-thirds of the grading work was done during the fall months of 1945 and was then shut down until April 15th, 1946. The contractor completed this work on September 10th, 1946.

The [illegible] guard [illegible] was placed by the [illegible] Concrete Pipe Company who suffered a loss due to inefficiency and slow progress.

The grading contractor made an excellent profit on his work as considerably less rock was encountered than had been anticipated. The equipment was in good condition and suitable for the work.

Surfacing & Paving - Warren Northwest Inc.

In 1946 the contractor set up a crushing plant in the gravel bar at [illegible] and crushing operations started June 14th, 1946. Material was hauled to the crusher with a tractor and scraper and fed to the crusher with a tractor and dozer. A dragline was moved into the pit to excavate the material after the tractor and scraper had excavated to water level. Excellent production was maintained on the [illegible] material but production on other sizes of crushed rock was [illegible] because of the high percentage of scalping rejects.

Portland cement concrete paving operations were carried on in conjunction with paving [illegible] on the adjoining north unit. In April of 1947 a

Remarks - Cont'd.

concrete aggregate batching plant was set up on the north side of the Santiam bridge at the north end of this project. The batching plant consisted of a four-bin aggregate bunker, cement hopper, cement elevator, cement bin, dial aggregate scale, electric automatic cement scale and a Minneapolis Moline power unit with a 37.5 K.V.A. generator to power the cement screw and elevator. The batching plant was charged with a 1-yard crane equipped with a clam shell bucket. A D-7 dozer dozed the material to within reach of the crane.

Bulk cement was shipped from Gold Hill to Jefferson in box cars and hauled to the batching plant in hired cement tank trucks. A dump truck with a pontoon tank supplemented the cement trucks part of the time.

Cement forms were Blaw Knox steel forms held in place with steel pins. The contractor had 13,000 feet of these forms, half of which had a steel flange welded to the face to form the keyway in the longitudinal joint. The forms were set in place by a 25-man form crew. Steel pins were driven into place with an air hammer actuated by a 105 c.f. Schramm compressor. Forms filled with concrete one day were stripped, cleaned, moved ahead and reset the following day. The form cost was high because of coarse material under the form line and inexperienced men on the form crew having difficulty in getting the forms to line and grade.

The 1/2" - 0" cushion was spread between the forms with a light motor grader equipped with metal shoes on each end of the blade which rode on top of the forms. A ten-ton roller compacted this material behind the blade. This crew was crowded between the paver and the form crew and could work only a short stretch at one time. Consequently, production was low and street costs on this material were high.

Dry batches were hauled from the batching plant to the mixer in hired and company-owned dump trucks. Four- and five-yard trucks hauled two batches with some six- and seven-yard trucks hauling three batches.

The paver was a 34-E Koehring dual-drum mixer. A 1,000-gallon water tank was mounted on top of the mixer and mixer water was hauled to the paver in tank trucks. The paver was followed by a Blaw Knox spreader which spread and vibrated the mass. Tie bars were placed behind this machine. The next machine in the lineup was a Blaw Knox strike-off with two horizontal screeds which removed excess materials. Two men placed contraction joint premold filler behind this machine. The last machine in the lineup was a Johnson float finisher which made several passes over the slab, leaving only a small amount of finishing to be done by hand labor. Tooling, brooming and placing of liquid membrane curing compound completed the paving operations. A higher percentage of lost time and a longer batch haul made paving costs on this unit higher than on the adjacent north unit.

Concrete aggregate was produced with a Pioneer 40-V portable crushing and screening plant. This plant was set up on the gravel bar on the Santiam River across the new highway from the batching plant. Approximately 23,000 cu. yds. of aggregate was produced in 35 days elapsed timefor an average production of 77 cu. yds. per hour. A D-7 dozer was used to doze material to the plant and fed to the plant with a 3/4-yard Lima dragline. Aggregate was hauled to the stockpile at the batching plant.

Remarks - Cont'd.

Oiling of cloverleaf, service road and connections was done in September of 1947. Asphalt and tar were shipped from Portland to Jefferson in tank cars and hauled to the project in the distributor.

As paving was completed shoulder rock was placed and finished and all work under this contract, with the exception of guard rail, was completed on October 1st, 1947, and the highway was opened to traffic that day.

This contract was bid in 1945 and the bulk of this contractor's work was not done until 1947. The contractor suffered the expense of a long carry-over job and all increases in costs which were on a steep upward trend in this two-year period.

E. H. Clymer
Cost Analyst

By . . V. R. Jones
C. G. Swenson

---

August 21, 1948

Estimated date of completion

Per cent of time elapsed . . . %

. . . based on total contract price . . . %

44,300

Date project was completed . . . 19

. . . covering progress of work by party and by contractor, important development, instructions to contractors, . . . from District Engineers, exchanges in personnel of party, etc.

The Collins Pipe Co. completed the painting of guard fence on Thursday.

This completes this contract.

NOTED

RECEIVED

Sign . . . Res. Engr.

Address Box 100, Route 1, Albany, Oregon.

. . . copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

Form E-1—5M—6-47

176 (9)

# OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 21, 1948

Section South Unit, Steiwer Hill - Albany

Kind of work Grading and Paving

Highway Pacific East

Section prefix 22-1117

Contractor Warren Northwest, Inc.

Contract number 2738

Date of Contract ~~June~~ May 29, 1945

Date of completion September 30, 1946

Date work started June 21, 1945

Estimated date of completion August 19, 1948

Amount of contract $ 454,824

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price %

Engineering cost to date $ 44,300, %

Date project was completed 8-19-48, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Collins Pipe Co. completed the painting of guard fence on Thursday.

This completes this contract.

NOTED
RAY W[illegible]

NOTED
H. G. SMITH

RECEIVED
AUG 23 1948
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
H. W. LIBBY

NOTED
E. M. BOOTH

Signed , Res. Engr.

Address Box 100, Route 1, Albany, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

........................County, ......%; ........................County, ......%; ........................County, ......%; ........................County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | 1 | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels............, Power graders............, Rollers............, Mixers............, Crushing or screening plants............

Compressors............, Bulldozers............, Sheep-foot rollers............, . . . . ............, . . . . ............, . . . . ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Showers | | |
| Monday | Cloudy | | |
| Tuesday | Showers | | |
| Wednesday | Fog-Cloudy | | |
| Thursday | Showers | | |
| Friday | Fair | | |
| Saturday | Cloudy | | |

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AUG 26 1948
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SN-U-A-FAP 176(9)

August 20, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on August 19, 1948 on Contract No. 2738, S. Unit, Steiner Hill-Albany Section in connection with Federal Aid Project No. SN-U-A-FAP 176 (9).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:ew

cc: C. H. Armstrong

RECEIVED
MAR 31 1948
FOR FILING

176-(9)

March 30, 1948

Warren Northwest, Inc.
P. O. Box 5072
Portland 13
Oregon

Gentlemen:

The State Highway Commission, at its meeting on March 12, 1948, had under discussion your request for an extension of time of 243 days, from September 30, 1947 to May 31, 1948, within which to complete your contract No. 2738 for grading and paving on the South Unit, Steiwer Hill-Albany Section of the Pacific Highway East, in Linn County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: F. D. Mason,
Division Engineer

R. G. Smith

NOTED ON CARD
[illegible]

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FEB 25 1948
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COPY

176-(9)

Salem, Oregon
February 17, 1948

Mr. R. H. Baldock

I hand you herewith four claims submitted by the Warren Northwest Company on the Steiwer Hill-Albany contracts Nos. 2738 and 2739. The claims total $26,668.57.

Attached is a report of H. G. Smith setting forth his recommendations on all four claims.

I believe that Mr. Smith has analyzed this matter quite well and I can see no basis for recommending payment of the claims unless there would be a legal interpretation that claims Nos. 3 and 4 might have some validity. Even this I question, as our contracts definitely specify that non-completion of the structural work within the specified time limit (structural work performed under a different contract) does not entitle the contractor to extra compensation of any kind.

If you will furnish me your comments on this matter, I will hand the claim to Mr. Devers so that he may analyze claims 3 and 4 to determine if the State has any obligation to compensate the contractor for failure of the structural contractor to complete his work within the specified time.

W. C. Williams

WCW/ds
Encl.

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FEB 10 1948
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176-(9)

February 6, 1948

Request for Extension of Time
No. 2
March 22 and 23 meeting.

Oregon State Highway Commission

Gentlemen:

I attach hereto a copy of a request of the Warren Northwest Co., Inc. for an extension of time from September 30, 1947 to May 31, 1948, on their contract No. 2738, South Unit, Steiner Hill-Albany Section, Pacific Highway East.

The occasion for the necessity for the extension is the contractor's inability to complete the guard fence. The posts have all been erected but only green lumber could be secured for the guard ramps and it is deemed advisable to let them cure until spring when a more satisfactory job of erecting and painting can be done. All other work on this project has been completed and the highway is open to traffic.

I recommend that the extension be granted, as requested, which recommendation is concurred in by Mr. T. N. Davis, District Engineer, Public Roads Administration.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW/ds

cc - W. C. Williams
H. G. Smith

RECEIVED
JAN 29 1948
FOR FILING

176(9)

January 28th, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract #27738, South Unit, Albany-Steiwer Hill Section of the Pacific Highway East, SN-U-A-F.A.P. 176(9), to Warren Northwest Company, Inc., contractors, for the period from September 30th, 1947, to May 31st, 1948.

This project was completed and opened to travel on October 1st, 1947, with the exception of the completion of guard rails required on the project. Posts have all been erected for the guard rail, but only green lumber could be secured for the rails and it is advisable to permit them to cure until spring when a more satisfactory job of erecting and painting can be performed.

There is no inconvenience to the traveling public by virtue of this work and I would recommend the extension without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

W. C. Williams
Assistant State Highway Engineer

cc to: H. G. Smith

FAP - 76(?)

Item 2738

RECEIVED
FEB 16
FOR FILING

W. C. Williams

November 26th, 1948

FINAL COST ANALYSIS
Grading & Paving

Prefix 2?-1137-[illegible](46)
Pacific Highway East

Contract [illegible]
[illegible] Hill-Albany, South Unit

Warren Northwest, Contractor
A. [illegible] Benedict & Darel Rohrbaugh, Resident Engineers

| Item | Quantity | Unit | Unit Cost | Unit Bid | Total Cost | Revenue |
|---|---|---|---|---|---|---|
| #Clearing & Grubbing | [illegible] | L. S. | | | $11,821.96 | $12,500.00 |
| #Removal of Pavement | 1,290.4 | Sq. Yd. | $0.26 | $1.00 | 327.40 | 1,290.40 |
| #Struct. Exc. Unclassified | 2,627.34 | Cu. Yd. | 3.03 | 3.00 | 7,960.84 | 7,882.02 |
| #Trench | 2,898.60 | Lin. Ft. | 0.68 | 2.00 | 1,972.19 | 5,797.20 |
| #Gen. Exc. Sta. 710+93-846 | 162,718.7 | " | " | 0.19 | 0.35 | 30,984.76 | 56,951.55 |
| #Gen. Exc. Sta. 846-[illegible] | 145,457.7 | " | " | 0.204 | 0.35 | 29,732.69 | 50,910.20 |
| #Gravel Exc. in Place | 42,439 | " | " | 0.41 | 0.40 | 17,407.80 | 16,975.60 |
| #Short Overhaul | 1,075,979 | Yd. Sta. | 0.015 | 0.02 | 16,139.68 | 21,519.58 |
| #Long Haul | 29,126.8 | C-Yd. Sta. | 0.30 | 0.30 | 8,738.04 | 8,738.04 |
| #Rounding Cutbanks | 7,170 | Lin. Ft. | 0.06 | 0.15 | 447.24 | 1,075.50 |
| #Finishing R/B & Slopes | 5.89 | Mile | 298.67 | 250.00 | 1,759.14 | 1,472.50 |
| #6" Concrete Drain Pipe | 674 | Lin. Ft. | 0.57 | 0.35 | 385.20 | 235.90 |
| #8" " " " | 1,241 | Lin. Ft. | 0.51 | 0.50 | 636.70 | 620.50 |
| #12" Concrete Pipe | 1,974 | " | " | 1.26 | 1.25 | 2,492.18 | 2,467.50 |
| #18" " " | 2,193 | " | " | 2.52 | 2.50 | 5,537.32 | 5,482.50 |
| #24" " " | 87 | " | " | 3.28 | 3.25 | 285.58 | 282.75 |
| #Concrete Inlets | 4 | Each | 40.40 | 40.00 | 161.60 | 160.00 |
| #Class "A" Concrete | 433 | Cu. Yd. | 40.40 | 40.00 | 17,493.27 | 17,320.00 |
| #Metal Reinforcement | 64,022 | Lb. | 0.063 | 0.0625 | 4,041.39 | 4,001.38 |
| #Wood Guard Rail, [illegible] Posts | 3,810 | Lin. Ft. | 2.00 | 2.00 | 7,620.00 | 7,620.00 |
| #[illegible] Mat'l. in Base | 49,503.5 | Cu. Yd. | 1.07 | 1.10 | 53,084.79 | 54,453.85 |
| #3/4"-0" Mat'l. in Base and Shoulders | 9,912 | " | " | 1.69 | 1.48 | 16,313.28 | 14,669.76 |
| #½"-0" Mat'l. in Cushion | 1,967 | " | " | 3.90 | 1.80 | 7,676.40 | 3,540.60 |
| #Sprinkling | 2,498 | M-Gal. | 1.50 | 1.75 | 3,750.00 | 4,371.50 |

| | Quantity | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| #Portland Cement Concrete Pavement | 83,187.03 | Sq. Yd. | $2.11 | $1.92 | $175,894.49 | $159,719.10 |
| #Expansion Joints in Pavement | 360 | Lin. Ft. | 0.39 | 0.15 | 136.69 | 54.00 |
| #Contraction Joints | 49,756 | " " | 0.04 | 0.02 | 2,033.06 | 995.12 |
| #Tie Bars & Reinforcement | 57,323 | Lb. | 0.07 | 0.06 | 4,084.24 | 3,439.38 |
| #Furn. & Place Aggregates | 1,948 | Cu. Yd. | 3.06 | 2.75 | 5,960.98 | 5,357.00 |
| #Furn. & Place RT-8 Tar | 142.4 | Ton | 22.89 | 23.25 | 3,258.99 | 3,310.80 |
| *PA #1, 18" Concrete Curb | 2,833.9 | Lin. Ft. | 1.31 | 1.30 | 3,720.91 | 3,684.07 |
| *PA #1, 20" " " | 2,823 | " " | 1.41 | 1.40 | 3,991.72 | 3,952.20 |
| *PA #1, 36" Concrete Pipe | 116 | " " | 8.08 | 8.00 | 937.28 | 928.00 |
| #PA #2, Extra Clearing & Grubbing | 3.37 | Acre | 420.62 | 500.00 | 1,417.50 | 1,685.00 |
| *PA #3, 6" Concrete Drain Pipe | 399 | Lin. Ft. | 0.81 | 0.80 | 322.36 | 319.20 |
| #PA #3, Gravel Backfill in Drain | 232 | Cu. Yd. | 2.30 | 1.90 | 533.60 | 440.80 |
| #PA #4, Special Excavation | 6,775.3 | " " | 0.178 | 0.55 | 1,209.03 | 3,726.42 |
| #PA #4, Salvage 18" & 24" Pipe | 321 | Lin. Ft. | 0.88 | 1.00 | 282.90 | 321.00 |
| *PA #4, 48" Concrete Culvert | 84 | " " | 13.64 | 13.50 | 1,145.34 | 1,134.00 |
| *PA #5, Catch Basin Grates & Frames | 5 | Each | 22.22 | 25.00 | 111.10 | 125.00 |
| #PA #6, Ext. Gravel Borrow | 9,105 | Cu. Yd. | 0.63 | 0.78 | 5,714.76 | 7,101.90 |
| *PA #7, Install 18" & 24" Pipe | 201 | Lin. Ft. | 0.71 | 0.70 | 142.11 | 140.70 |
| #PA #8, Topsoil Borrow Mat'l. | 888.8 | Cu. Yd. | 0.64 | 0.65 | 565.11 | 577.72 |
| #PA #9, Furn. & Place 121-150 Asphalt in Seal Coat | 36.56 | Ton | 33.36 | 37.50 | 1,219.62 | 1,371.00 |
| #PA #10, Purchase Excess: Gr. Mat'l. in S.P. | 864.2 | Cu. Yd. | 1.46 | 1.75 | 1,266.26 | 1,512.35 |
| 3/4" - 0" | 3,362.5 | " " | 1.46 | 1.50 | 4,925.44 | 5,043.75 |
| 1/2" - 0" | 587.6 | " " | 1.24 | 1.25 | 726.45 | 734.50 |

| Item | Quantity | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| PA #11, Cement Adjustment in Favor of State | 852.75 | Bbl. | | $2.81 | | - $2,396.23 |
| #Force Account | | | | | $605.35 | 651.10 |
| Lump Sum Reduction as Specified in Contract | | | | | | - 2,500.00 |
| | | | | | $467,164.69 | $501,926.71 |

| | Gross Revenue | Total Cost | Lump Sum Reduction | Net Profit | Net Loss | % Profit or Loss |
|---|---|---|---|---|---|---|
| Warren Northwest | $258,392.97 | $278,534.11 | - $1,250.00 | | $21,391.14 | - 8.4% |
| R. A. Heinz | 246,033.74 | 188,630.58 | - 1,250.00 | $56,153.16 | | 23.6% |
| | $504,426.71 | $467,164.69 | - $2,500.00 | $34,762.02 | | 6.9% |

* Work done by Henry Walder (Costs on these items are subcontractor's bid prices plus Heinz' office charges).

# Work done by R. A. Heinz.

# Work done by Warren Northwest.

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Steiwer Hill-Albany, South Unit

Detail of Cost

R. A. Heinz, Subcontractor

| | | |
|---|---|---|
| Supervision | $2,8[illegible] | |
| Labor | 48,[illegible] | |
| State Industrial Accident Insurance | 1,538.77 | |
| Social Security | 512.96 | |
| Unemployment Insurance | 1,528.93 | |
| | | $54,160.95 |

Equipment Rental & Miscellaneous Expense:

| | | |
|---|---|---|
| Equipment Rental, Owned | $37,102.00 | |
| Equipment Rental, Hired | 9,815.73 | |
| Hired Trucks (Not Including Drivers) | 1,783.00 | |
| Gas, Oil | [illegible] | |
| Miscellaneous Supplies & Small Tools | 1,225.21 | |
| Move In, Move Out & Cartage | [illegible] | |
| Explosives | 825.47 | |
| Wire Rope | 1,872.20 | |
| Public Liability Insurance | 504.92 | |
| Field Office | [illegible] | |
| Home Office & General | 5,846.69 | |
| Bond | 2,205.44 | |
| [illegible] | 500.00 | |
| | | 77,638.70 |

Payment to Henry Walder, Culvert Subcontractor:

| | | | |
|---|---|---|---|
| Struct. Excavation | 2,627.34 | cu. yd. at $3.00 | $7,882.02 |
| 6" Conc. Drain Tile | 1,241 | lin. ft. at 0.50 | 620.50 |
| 12" Conc. Culv. Pipe | 1,974 | " " " 1.25 | 2,467.50 |
| 18" " " " | 2,193 | " " " 2.50 | 5,482.50 |
| 24" " " " | 87 | " " " 3.25 | 282.75 |
| Concrete Inlets | 4 | each at 40.00 | 160.00 |
| Class "A" Concrete | 433 | cu. yd. at 40.00 | 17,320.00 |
| Metal Reinforcement | 64,022 | lbs. at 0.0625 | 4,001.38 |
| PA #1: | | | |
| 18" Conc. Curb | 2,803.9 | lin. ft. at 1.30 | 3,645.07 |
| 20" " " | 2,823 | " " " 1.40 | 3,952.20 |
| 36" Conc. Culv. Pipe | 116 | " " " 8.00 | 928.00 |
| PA #3: | | | |
| 8" Conc. Drain Tile | 399 | " " " 0.80 | 319.20 |
| PA #4: | | | |
| 48" Conc. Culv. Pipe | 84 | " " " 13.50 | 1,134.00 |
| PA #5: | | | |
| Catch Basin, Grates and Frames | 5 | each at 22.00 | 110.00 |
| PA #7: | | | |
| Install 18" & 24" Culv. Pipe | 201 | lin. ft. at 0.70 | 140.70 |
| | | | 48,445.82 |
| | | | $180,245.47 |

Detail of Cost — Cont'd.

## Steiwer Hill-Albany, South Unit

Brought Forward | Detail of Cost | $180,245.47

### R. A. Heinz, Subcontractor

Payment to Gollins Concrete Pipe Co.:

**Labor:**

| | | |
|---|---|---|
| Wood Guard Rail 3,910 Lin. Ft. at $2.00 | $7,820.00 | 7,820.00 |
| Supervision | $2,436.67 | |
| Labor | 48,271.62 | $188,630.48 |
| ? State Industrial Accident Insurance | 1,936.77 | |
| Social Security | 512.96 | |
| Unemployment Insurance | 1,528.93 | |
| | | $54,686.95 |

**Equipment Rental & Miscellaneous Expense:**

| | | |
|---|---|---|
| Equipment Rental, Owned | $37,102.00 | |
| Equipment Rental, Hired | 9,815.73 | |
| Hired Trucks (Not Including Drivers) | 1,783.00 | |
| Gas, Oil & Grease | 6,036.80 | |
| Miscellaneous Supplies & Small Tools | 1,425.21 | |
| Move In, Freight & Cartage | 3,409.80 | |
| Explosives | 846.47 | |
| Wire Rope | 1,872.80 | |
| Public Liability Insurance | 908.92 | |
| Field Office Expense | 1,285.15 | |
| Home Office & General Overhead | 6,848.69 | |
| Bond | 2,805.44 | |
| Royalty | 500.00 | |
| | | 77,690.[illegible] |

**Payment to Henry Walder, Culvert Subcontractor:**

| | | | | |
|---|---|---|---|---|
| Struct. Excavation | 2,627.34 | cu. yd. at $3.00 | $7,882.02 | |
| 6" Conc. Drain Tile | 1,241 | lin. ft. at 0.50 | 620.50 | |
| 12" Conc. Galv. Pipe | 1,974 | " " " 1.25 | 2,467.50 | |
| 18" " " " | 2,193 | " " " 2.50 | 5,482.50 | |
| 24" " " " | 87 | " " " 3.25 | 282.75 | |
| Concrete Inlets | 4 | each at 40.00 | 160.00 | |
| Class "A" Concrete | 433 | cu. yd. at 40.00 | 17,320.00 | |
| Metal Reinforcement | 64,022 | lbs. at 0.0625 | 4,001.38 | |
| PA #2: | | | | |
| 18" Conc. Curb | 2,833.9 | lin. ft. at 1.30 | 3,684.07 | |
| 20" " " | 2,823 | " " " 1.40 | 3,952.20 | |
| 36" Conc. Galv. Pipe | 116 | " " " 8.00 | 928.00 | |
| PA #3: | | | | |
| 6" Conc. Drain Tile | 399 | " " " 0.80 | 319.20 | |
| PA #4: | | | | |
| 48" Conc. Galv. Pipe | 84 | " " " 13.50 | 1,134.00 | |
| PA #5: | | | | |
| Catch Basin, Grates and Frames | 5 | each at 22.00 | 110.00 | |
| PA #7: | | | | |
| Install 18" & 24" Galv. Pipe | 201 | lin. ft. at 0.70 | 140.70 | |
| | | | | 48,484.82 |
| | | | | $180,245.47 |

## Detail of Cost - Cont'd.

| | | | |
|---|---|---|---|
| **Brought Forward** | | | **$180,245.47** |
| **Payment to Collins Concrete Pipe Co.:** | | | |
| **Wood Guard Rail** | **3,910 Lin. Ft. at $2.00** | **$7,820.00** | **7,820.00** |
| **T o t a l C o s t . . . . . . . . . . . . . . . . .** | | | **$188,065.47** |

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## Detail of Cost

Warren Northwest

South Unit

Labor:

| | | | |
|---|---|---|---|
| Supervision (Superintendent & Timekeeper) | | $16,[illegible] | |
| Supervision (Foremen) | | [illegible]1.27 | |
| Labor | | 79,278.15 | |
| State Industrial Accident Insurance | | 1,9[illegible].11 | |
| Unemployment Insurance | | 2,[illegible].48 | |
| Social Security | | [illegible].49 | $99,9[illegible] |

Materials:

| | | | |
|---|---|---|---|
| 9" Concrete Drain Pipe | 674 Feet at $0.215 | $144.91 | |
| Cement (F.O.B. Jefferson) | 26,474 Bbl. at $2.52 | 66,714.48 | |
| Curing Compound | 2,167 Gal. at $0.834 | 1,807.28 | |
| Expansion Joint Filler | 360 Feet at $0.133 | 47.88 | |
| Contraction Joint Filler | 49,756 Feet at $0.015 | 746.34 | |
| Sealing Compound | 139 Lb. at $0.257 | 35.72 | |
| Reinforcing Steel | 57,323 Lb. at $0.041 | 2,350.24 | |
| RT-8 Tar | 142.40 Ton at $12.50 | 1,780.00 | |
| 150-200 Asphalt | 36.56 Ton at $17.50 | 639.80 | |
| Freight on Tar & Asphalt | 178.96 Ton at $2.40 | 429.50 | |
| Concrete | 1 Cu. Yd. at $11.25 | 11.25 | 74,707.40 |

Equipment Rental and Miscellaneous Supplies:

| | | |
|---|---|---|
| Equipment Rental, Owned | $51,577.94 | |
| " " , Hired | 22,613.12 | |
| Gas, Oil and Grease | 6,927.36 | |
| Move In, Freight & Cartage | 4,940.07 | |
| Lumber | 1,974.80 | |
| Bond | 3,178.28 | |
| P.L. & P.D. Insurance | 847.08 | |
| Demurrage | 214.36 | |
| Small Tools & Misc. Supplies | 779.67 | |
| Travel Expense & Expense Account | 727.03 | |
| Field Office & Site Rental | 2,191.20 | |
| Home Office & General Overhead | 7,912.95 | 103,883.86 |
| T o t a l C o s t . . . . . . . . . . . . . . . . . . . . | | $278,734.11 |

## Detail of Cost
## Warren Northwest
## South Unit

**Labor:**

| | | | |
|---|---|---|---|
| Supervision (Superintendent & Timekeeper) | | $8,084.35 | |
| Supervision (Foremen) | | 7,171.27 | |
| Labor | | 79,276.15 | |
| State Industrial Accident Insurance | | 1,945.11 | |
| Unemployment Insurance | | 2,593.48 | |
| Social Security | | 864.49 | |
| | | | $99,936.85 |

**Materials:**

| | | | |
|---|---|---|---|
| 3" Concrete Drain Pipe | 674 Feet at $0.215 | $144.91 | |
| Cement (F.O.B. Jefferson) | 26,474 Bbl. at $2.52 | 66,714.48 | |
| Curing Compound | 2,167 Gal. at $0.834 | 1,807.28 | |
| Expansion Joint Filler | 360 Feet at $0.133 | 47.88 | |
| Contraction Joint Filler | 49,756 Feet at $0.015 | 746.34 | |
| Sealing Compound | 139 Lb. at $0.257 | 35.72 | |
| Reinforcing Steel | 57,323 Lb. at $0.041 | 2,350.24 | |
| RT-8 Tar | 142.40 Ton at $12.50 | 1,780.00 | |
| 151-200 Asphalt | 36.56 Ton at $17.50 | 639.80 | |
| Freight on Tar & Asphalt | 178.96 Ton at $2.40 | 429.50 | |
| Concrete | 1 Cu. Yd. at $11.25 | 11.25 | |
| | | | 74,707.40 |

**Equipment Rental and Miscellaneous Supplies:**

| | | |
|---|---|---|
| Equipment Rental, Owned | $51,577.94 | |
| " " , Hired | 22,613.12 | |
| Gas, Oil and Grease | 6,927.36 | |
| Move In, Freight & Cartage | 4,940.07 | |
| Lumber | 1,974.80 | |
| Bond | 3,178.28 | |
| P.L. & P.D. Insurance | 847.08 | |
| Demurrage | 211.36 | |
| Small Tools & Misc. Supplies | 779.67 | |
| Travel Expense & Expense Account | 727.03 | |
| Field Office & Site Rental | 2,191.20 | |
| Home Office & General Overhead | 7,9[illegible] | |
| | | 103,8[illegible].86 |

**Total Cost . . . . . . . . . . . . . . . . . . . . . . . $278,534.11**

## Portland Cement Concrete Pavement
## Steiver Hill-Albany Section, South Unit

### Breakdown of Costs

| Operation | Quantity | Unit | Cost | Unit Cost |
|---|---|---|---|---|
| Move In, Set Up and Move Equipment | 83,187.03 | Sq. Yd. | $4,733.40 | $0.06 |
| Fine Grade | " | " " | 4,265.57 | 0.05 |
| Forms | " | " " | 15,332.08 | 0.18 |
| Batch | " | " " | 11,673.30 | 0.14 |
| Haul Batch to Mixer | " | " " | 13,397.60 | 0.16 |
| Mix and Place | " | " " | 20,880.17 | 0.25 |
| Cure | " | " " | 3,538.13 | 0.04 |
| Cement (Cost at Batch Plant) | " | " " | 74,581.96 | 0.90 |
| Aggregate | " | " " | 22,222.71 | 0.27 |
| Proratable Expense | " | " " | 5,269.57 | 0.06 |
| Total | 83,187.03 | Sq. Yd. | $175,894.49 | $2.11 |

Move in, set up and move equipment costs are prorated between North Unit and South Unit sections.

Fine grade cost is a normal cost for preparation of base ahead of forms.

Forms used were Blaw Knox steel forms held in place with steel pins. Form costs were high because an inexperienced form crew had trouble getting the forms to line and grade.

Batching was done with a four-bin aggregate bunker and cement bunker. The aggregate bunker was charged with 2 one-yard clam shells and dozers. This was a very efficient operation.

Batch haul was done mostly with hired trucks hauling either two or three batches. Average haul from batcher to mixer was 3.1 miles.

Mixing was done with a Koehring 34E dual-drum mixer. Placing and finishing were done with a Blaw Knox spreader, Blaw Knox strike-off screed and a Johnson float, leaving a small amount of hand finishing and brooming to be done by hand labor.

Curing was done by liquid membrane method. One man with a small spray and compressor applied the curing compound.

Cement was shipped from the Gold Hill cement plant to the siding at Jefferson and hauled to the batching plant in bulk cement tank trucks.

Aggregate was produced by the contractor's own plant from a gravel bar on the Santiam River west of the new Santiam River bridge.

Average production based on elapsed time was [illegible] sq. yds. or [illegible] lineal feet of 12-foot pavement per hour.

Total elapsed time was 308 hours of working time with 221 hours of operating time for a loss of 28% of the working time because of mechanical breakdowns, cement delivery and moving time.

## Steiwer Hill-Albany Section
## South Unit

Remarks:

This contract required the grading and paving of a 5.93-mile section of the Pacific Highway East. The contract was bid and awarded on May 29, 1945. Work was started June 21, 1945, and completed August 19, 1948.

### H. A. Heintz - Grading

The clearing area was mainly open fields interspersed with ash, oak and fir groves and brushy fence rows. Hand labor was used extensively and also two D-8 cats and dozers.

The culvert pipe and structures were subbed to Henry Walder at the contractor's bid prices. Transit Mix hauled from Salem was used for the Class "A" concrete.

The gravel embankment on the north end of the project was hauled from a borrow pit on the north side of the Santiam River. A gravel ramp and a temporary bridge were constructed for an equipment crossing. Two Terra Cobras, four DW-10's and cats and scrapers were used for hauling the material. This work was delayed on several occasions due to high water in the river with consequent damage to ramp and bridge.

The general excavation contained only about 6,000 cu. yds. of solid which required drilling and shooting. The rest of the material was moved easily with carryalls, Terra Cobras and DW-10's with good production. Two-thirds of the grading work was done during the fall months of 1945 and was then shut down until April 15th, 1946. The contractor completed this work on September 10th, 1946.

The wood guard rail was placed by the Collins Concrete Pipe Company who suffered a loss due to inefficiency and slow progress.

The grading contractor made an excellent profit on his work as considerably less rock was encountered than had been anticipated. The equipment was in good condition and suitable for the work.

### Surfacing & Paving - Warren Northwest Inc.

In 1946 the contractor set up a crushing plant in the gravel bar at Station 825 and crushing operations started June 14th, 1946. Material was hauled to the crusher with a tractor and scraper and fed to the crusher with a tractor and dozer. A dragline was moved into the pit to excavate the material after the tractor and scraper had excavated to water level. Excellent production was maintained on the 3" - 6" material but production on other sizes of crushed rock was low because of the high percentage of scalping rejects.

Portland cement concrete paving operations were carried on in conjunction with paving operations on the adjacent north unit. In April of 1947 a

Remarks - Cont'd.

concrete aggregate batching plant was set up on the north side of the Santiam bridge at the north end of this project. The batching plant consisted of a four-bin aggregate bunker, cement hopper, cement elevator, cement bin, dial aggregate scale, electric automatic cement scale and a Minneapolis Moline power unit with a 37.5 K.V.A. generator to power the cement screw and elevator. The batching plant was charged with a 1-yard crane equipped with a clam shell bucket. A D-7 dozer dozed the material to within reach of the crane.

Bulk cement was shipped from Gold Hill to Jefferson in box cars and hauled to the batching plant in hired cement tank trucks. A dump truck with a pontoon tank supplemented the cement trucks part of the time.

Cement forms were Blaw Knox steel forms held in place with steel pins. The contractor had 13,000 feet of these forms, half of which had a steel flange welded to the face to form the keyway in the longitudinal joint. The forms were set in place by a 25-man form crew. Steel pins were driven into place with an air hammer actuated by a 105 c.f. Schramm compressor. Forms filled with concrete one day were stripped, cleaned, moved ahead and reset the following day. The form cost was high because of coarse material under the form line and inexperienced men on the form crew having difficulty in getting the forms to line and grade.

The 1/2" - 0" cushion was spread between the forms with a light motor grader equipped with metal shoes on each end of the blade which rode on top of the forms. A ten-ten roller compacted this material behind the blade. This crew was crowded between the paver and the form crew and could work only a short stretch at one time. Consequently, production was low and street costs on this material were high.

Dry batches were hauled from the batching plant to the mixer in hired and company-owned dump trucks. Four- and five-yard trucks hauled two batches with some six- and seven-yard trucks hauling three batches.

The paver was a 34-E Koehring dual-drum mixer. A 1,000-gallon water tank was mounted on top of the mixer and mixer water was hauled to the paver in tank trucks. The paver was followed by a Blaw Knox spreader which spread and vibrated the mass. Tie bars were placed behind this machine. The next machine in the lineup was a Blaw Knox strike-off with two horizontal screeds which removed excess materials. Two men placed contraction joint premold filler behind this machine. The last machine in the lineup was a Johnson float finisher which made several passes over the slab, leaving only a small amount of finishing to be done by hand labor. Tooling, brooming and placing of liquid membrane curing compound completed the paving operations. A higher percentage of lost time and a longer batch haul made paving costs on this unit higher than on the adjacent north unit.

Concrete aggregate was produced with a Pioneer 40-V portable crushing and screening plant. This plant was set up on the gravel bar on the Santiam River across the new highway from the batching plant. Approximately 23,000 cu. yds. of aggregate was produced in 35 days elapsed timefor an average production of 77 cu. yds. per hour. A D-7 dozer was used to doze material to the plant and fed to the plant with a 3/4-yard Lima dragline. Aggregate was hauled to the stockpile at the batching plant.

Remarks - Cont'd.

Oiling of cloverleaf, service road and connections was done in September of 1947. Asphalt and tar were shipped from Portland to Jefferson in tank cars and hauled to the project in the distributor.

As paving was completed shoulder rock was placed and finished and all work under this contract, with the exception of guard rail, was completed on October 1st, 1947, and the highway was opened to traffic that day.

This contract was bid in 1945 and the bulk of this contractor's work was not done until 1947. The contractor suffered the expense of a long carry-over job and all increases in costs which were on a steep upward trend in this two-year period.

R. H. Clymer
Cost Analyst
By . . V. R. Jones
C. G. [illegible]

---

P.O. [illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon Project [illegible]-A-FAP ([illegible])
Steiwer Hill-Albany Section
Pacific Highway.

Dear Sir:

We are forwarding herewith for your files an executed copy of the modification of project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
[illegible] 1947
[illegible]
HIGHWAY COMMISSION

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NOV 14 1947
FOR FILING

SN-U-A-FAP
176(9)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P.O. Box 3900
~~[illegible]~~
PORTLAND 8, OREGON

November 4, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon Project SN-U-A-FAP 176(9)
Steiwer Hill-Albany Section
Pacific Highway.

Dear Sir:

We are forwarding herewith for your files an executed copy of the modification of project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
NOV 5 1947
OREGON
STATE HIGHWAY COMMISSION

Oregon Federal Aid Project No. SN-U-A-FAP 176(9)

## MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on August 31, 1945, by the Oregon State Highway Commission, and on November 1, 1945, by the Federal Works Administrator, as amended by "Modification of Project Agreement" signed on December 14, 1945, by the said Highway Commission and on January 2, 1946, in behalf of the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Project No. SN-U-A-FAP 176(9); and

WHEREAS, the said Highway Department has requested approval of a revision of the estimate to provide that the Federal funds approved and set aside to the credit of the project be increased from $924,064.21 to $940,925.40 (without change in the estimated cost);

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of nine hundred forty thousand, nine hundred twenty-five and 40/100 dollars ($940,925.40) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of nine hundred forty thousand, nine hundred

For

twenty-five and 40/100 dollars ($940,925.40), which does not exceed the authorized Federal pro rata share of one million, five hundred twenty-two thousand, eight hundred forty-eight and 80/100 dollars ($1,522,848.80), the approved total estimated cost of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have affixed their signatures on October 22, 1947.

APPROVED

Assistant State Highway Engineer

Attest

SECRETARY

COMMISSIONER OF PUBLIC ROADS

By W H Lynch
Division Engineer
U. S. Public Roads Administration

OREGON STATE HIGHWAY COMMISSION

By T H Banfield
Chairman, State Highway Commission

By A W Schaupp
Member, State Highway Commission

By
Member, State Highway Commission

Oregon Federal Aid Project No. SN-U-A-FAP 176(9)

Kw Kw

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NOV 14 1947
FOR FILING

SN-U-A-FAP
176(9)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P.O. Box 3900
~~800 FEDERAL BUILDING~~
PORTLAND 8, OREGON

October 16, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-U-A-FAP 176(9)
Steiwer Hill-Albany Section
Pacific Highway

Dear Sir:

We are forwarding herewith two copies of proposed modification of project agreement for signature by the Commission and return to this office.

Enclosed also is an approved copy of the detail estimate upon which the modification was based.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
OCT 1 1947
OREGON
STATE HIGHWAY COMMISSION

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RECEIVED
OCT 14 1947
FOR FILING

SN-U-A-FAP 176(9)

October 10, 1947

Mr. T. W. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

This is in regard to the substitution of 151-200 asphalt for RC-3 in the seal coat on Oregon Project SN-U-A-FAP 176 (9), South Unit, Steiwer Hill-North Albany Section.

It became too late in the year to use RC-3 on account of the danger of emulsification as was evidenced by the trouble we had near Mt. Hood and the emulsification which later occurred on the forest jobs near Tombstone Summit and at Taft.

We found through previous experience that there is more liability of oxidation and brittleness with Gasco if the entire job is made from that product and, therefore, it has been our practice to use RC-3 or asphalt in the final seal. In addition, the contractor notified us that since the Portland Gas & Coke Company owns no tank cars of its own, he could not depend upon the delivery of Gasco within any specified time and that he was unable to get any delivered by tank truck because of the congestion in that method of transportation.

The contractor also had a small job with us at Foster which needed a fraction of a car of asphalt and we could use any surplus in our maintenance operations. The contractor's bid price on asphalt at Foster was $40.00 per ton and he insisted upon having that amount on the Steiwer Hill-North Albany Section. However, after a long series of negotiations we were able to reduce it to $37.50 per ton.

The contractor feels that his bid price for RC-3, bid in May of 1945, bears no relation to the cost of placing asphalt in September of 1947; that he did, of course, lose money on this job and that the loss is due to jw

the extraordinary delay of the bridge contractor and his forcing the work into the 1947 season. It seems to me, therefore, entirely reasonable for us to have compromised on the price of asphalt and allowed the contractor the adjusted price. The entire matter came to a head on a Saturday morning and on account of threatening weather it was necessary to reach an immediate decision.

We will appreciate your further consideration for approval of the price agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW/ds

cc - N. G. Smith
F. D. Bacon

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX [illegible]
PORTLAND 8, OREGON

October 6, 1947.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Williams' letter of September 29, 1947 enclosing copies of Price Agreement No. 9 dated September 20, 1947, covering the substitution of 151-200 asphalt for RC-3 in seal coat on Oregon Project SN-U-A-FAP 176(9), South Unit, Steiwer Hill - North Albany Section.

Since you considered it too late to use RC-3 or emulsified asphalt, we do not understand why the tar as specified in the contract for the base could not have been used for the seal instead of making a Price Agreement for 151-200 asphalt.

Action on this Price Agreement will be withheld pending further advice necessitating the use of asphalt.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

Williams
see me

NOTED
H. G. SMITH

RECEIVED
OCT 8 1947
OREGON
STATE HIGHWAY COMMISSION

October 6, 1947.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Williams' letter of September 29, 1947 enclosing copies of Price Agreement No. 9 dated September 20, 1947, covering the substitution of 150-200 asphalt for RC-3 in seal coat on Oregon Project SN-F-A-FAP 176(9), South Unit, Steiwer Hill - North Albany Section.

Since you considered it too late to use RC-3 or emulsified asphalt, we do not understand why the tar as specified in the contract for the base could not have been used for the seal instead of making a Price Agreement for 150-200 asphalt.

Action on this Price Agreement will be withheld pending further advice necessitating the use of asphalt.

Very truly yours,

T. M. DAVIS
District Engineer.

RECEIVED
FORM E-90 ... 7-47
FOR FILING
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11d(?)

#2738

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Sept. 30, 1947

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. H. G. Smith,
Construction Engineer,
Office

There follows plant inspectors report to me on the cement used on both sections of the Steiver Hill-Albany project:

| | | |
|---|---|---|
| "A. 40 | bbls. | used in extra strength concrete. |
| 100 | " | lost at plant, air forced lid from conveyer. |
| 100 | " | lost in unloading cars. |
| 160-3/4 | " | sold to River Bend Sand and Gravel Co. |
| 120 | " | lost in wet car. |
| 50 | " | wasted on road due to dry batches. |
| 60 | " | wasted on road due to leaving in trucks |
| 10 | " | used to compensate for partially set up cement in trucks. |
| 640-3/4 | " | Total " |

"Scales tested before job started, checked on July 25, 1947. Scales 6 lbs. short on 800 lb. scale weight. Cement batch checked twice a day on aggregate scales. Two cement batches checked by truck scales in Albany. 6 lbs. light and 4 lbs. light. Every days run checked against cement hauled by trucks from car to batching plant. Days run always checked very close to amount of cement hauled, with variations being both over and under."

"Some cement loss due to air and screw conveyer in operation at the same time. This happened when cement silo was being filled and batching was being done at the same time. This cement was carried over into the batch. Probable amount of extra cement about 10 lbs. However, this would not compensate for the 6 lbs. short weight on each batch."

The 40 bbls. of cement used in the extra strength cement concrete is undoubtedly carried by road inspector in total number of sacks used. The remainder of the approximate 640-3/4 bbls. is entirely the responsibility of the contractor and therefore not chargeable to the state.

Each of these contracts, 24-1109 and 22-1117, have a clause which sets the cement content at 1.45 bbls. per cu. yd. of concrete. The State to pay extra for all cement used over 1.45 bbls. per cu. yd., and a deduction to be made from the contractor for all cement under 1.45 bbls. per cu. yd. not supplied and used by the contractor.

Figuring from the road inspectors daily reports (each one of which bears the foreman's signature) accepting the cement count as correct) we get the following:

| | 24-1109 | 22-1117 |
|---|---|---|
| No. of sq. yds of pavement | 138,321 | 110,682 |
| No. of cu. yds. of pavement | 30,738 | 24,596 |
| No. of sks. of cement used | 172,091 | 137,971 |
| No. of bbls. of cement used | 43,022.75 | 34,492.75 |
| No. of bbls. per cu. yd. of concrete | 1.3997 | 1.4024 |
| No. of bbls. of cement per cu. yd. to be deducted | .0503 | .0476 |
| No. of bbls. of cement under the 1.45 standard, for which the State should make deduction | 1,546.1 | 1,170.8 |

H. M. Finkbiner,
Engineer of Materials

HMF:b
CFE

RECEIVED
OCT 6 1947
FOR FILING

176 (9)

#2738

September 29, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith are copies of Price Agreement No. 9 covering the substitution of 121-150 Asphalt for RC-3 or Emulsified Asphalt in the Seal Coat on road approaches on the South Unit Steiwer Hill-Albany Section of the Pacific Highway East in Lewis County, Contract No. 2738, in connection with Federal Aid Project No. SN-11-A-FAP 176 (9).

Due to the lateness of the season it is deemed adviseable to use the heavier Asphalt for this work.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

DBP:ew

Encl.

RECEIVED
AUG 14 1947
FOR FILING

FAP 176(9)

2738 - 2739

August 13, 1947

Mr. Leslie
Chief, Car Division
Southern Pacific Company
Union Station
Portland, 9, Oregon

Dear Sir:

Confirming telephone conversation of today I am advised by Warren Northwest, Inc., contractors on the Steiwer Hill-Albany Section of the Pacific Highway, that one of your officials informed them that they could not expect regular deliveries of cement from Gold Beach to the job from now on on account of the car shortage.

The completion of this project before wet weather is of the greatest importance to the State of Oregon. It has already been delayed more than a year by inability to secure lumber and other material. I feel that there is no use to which cars could be put which would be of more service to Oregon than the completion of this highway and I am sure everyone within the state will agree with this; therefore, I most earnestly request your cooperation in keeping the requisite number of cars supplied to the contractors on this work.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: H. G. Smith
Warren Northwest, Inc.

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JUL 15 1947
FOR FILING

176 (9)

#273x

Salem, Oregon
July 9, 1947

Mr. H. G. Smith

The Commission ordered the Engineer to make a complete report on the need for and use of the proposed service road at Albany on the west side of the road. Please prepare a map that outlines the report.

R. H. Baldock

RHB:hi
cc: H. B. Glaisyer

RECEIVED
MAY 19 1947
FOR FILING
FORM E-30 2M 10-46

AGENDA
APR 22 1947

4 a

176 (9)

#2739

## OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9th, 1947

SUBJECT:

To:
Mr. R. H. Baldock
State Highway Engineer
Office

L

Dear Sir:

It is necessary to place riprap at the ends of the embankments and at the approach piers on the Santiam River Bridge, and the bridge contractor is not interested in doing this work.

May we have authority from the Commission to let a small contract in the amount of 3,000 yards at $5.00 per yard, $15,000.00, for this work.

Letters from Mr. Eason and Mr. Paxson are attached.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR
Enc.

REFERRED TO
[illegible]
By Chief Engineer
agenda

SYC

FORM E-30 25M 7-46

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1947

SUBJECT: Riprap at Santiam River

To:

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Reference is made to Mr. Eason's letter of April 1.

Riprap at the north end of the Santiam River Bridge and at the overflow trestle known as No. 7 south of the river is urgently needed before another flood season. Montag's price at $15.00 a yard for this material is out of reason. I believe we should get authority to advertise for a small contract furnishing this riprap. The amount of the job seems a little too great to step out and arrange for the furnishing of the material without advertisement.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP GM
cc F. D. Eason

[illegible]
APR [illegible] 1947

FORM E-30 20M 12-46

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 1, 1947

SUBJECT:

OTED
G. SMITH

To: Mr. H. G. Smith,
Construction Engineer.

Mr. G. S. Paxson,
Bridge Engineer.

Gentlemen:

On Contract No. 2739 covering the grading and paving construction of the North Unit of the Steiwer Hill-Albany Section, an item was provided for rock slope protection covering certain portions of the gravel embankment constructed across overflow areas and at bridge ends of the overflow and main river bridges.

A prospective source was mentioned in the contract, which was the source of a former government contract for slope protection along the Willamette River. This seemed to be the only available rock that had been developed for quarry use that might serve the purpose for this work on the state contract. The contractor used this source and supplied 7,178 cubic yards of material under the estimated amount of 8,000 yards provided in the contract.

The slope protection rock is quite satisfactory, I think, for the fill slopes where used and at some of the overflow bridge ends, but it was not considered heavy enough rock to use at the main Santiam north bridge end, where a heavy current would prevail during flood periods. No rock under this contract was placed at this point.

Since the completion of the grading work, other overflow bridges on the South Unit where no rock embankment protection or riprap was provided in the contract shows an evident need for a quantity of riprap material. Also, I understand, scouring that has occurred around some of the piers of the main bridge crossing of the Santiam River will require additional heavy riprap. It would appear that there is need for some 3,000 cubic yards of heavy riprap to adequately protect against river erosion on the two-unit project.

I understand that the bridge contract has ample funds to do this work under a force order or price agreement. However, the bridge contractor has indicated that he is not interested in the work, since he submitted a price of $15.00 a yard for this proposed riprap.

The riprap work should not be done until the summer period when the water is low and access to the piers near midstream can be accomplished and when access to some proposed source for this heavy riprap rock would be much easier to attain. The small contracting firm of Dobyns & Webb, who placed riprap at Sanderson Bridge this past fall, did a very acceptable job and the price for this material, which included an eleven mile haul, was $3.25 per cubic yard.

I feel satisfied we can secure the needed riprap on the Santiam project either through the purchase of this material delivered on the job or by competitive bidding under a new contract for a price not exceeding $5.00 a yard. It is desired that approval be arranged for either a purchase of this material under a State Force Order or the letting of a new contract, so that the work can be planned and arranged for by the time suitable conditions prevail in the summer period.

Yours very truly,

F D Eason

F. D. EASON,
Division Engineer.

FDE:AM

APR 1 1947

RECEIVED
FEB 17 1947
FOR FILING

176 (9)

#2738

February 17, 1947

Warren Northwest, Inc.
P. O. Box 3072
Portland 13
Oregon

Gentlemen:

The State Highway Commission, at its meeting on February 4, 1947, had under discussion your requests for extensions of time in which to complete your projects on the following contracts:

Contract No. 2738, covering the S.Unit, Steiwer Hill-Albany Section of the Pacific Highway East, from September 30, 1946 to September 30, 1947.

Contract No. 2739, covering the N.Unit, Steiwer Hill-Albany Section of the Pacific Highway East, from September 30,1946 to September 30, 1947.

Contract No. 2790, covering the Klamath Falls-USSRS Canal Section of the Klamath Falls-Lakeview Highway, from December 31, 1946 to July 15, 1947.

I am pleased to inform you that the Commission granted your requests without penalty; however, such action was not based on the reasons given in your applications for failure to complete the projects within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

HBG:gl

cc: F. D. Eason

RECEIVED
JAN 25 1947
FOR FILING

176-9

January 24, 1947

United States Fidelity and Guaranty Co.
W. Talbot Sinclair, Agent
1112 Bedell Bldg.
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make a release of retained percentage to Warren Northwest, Inc., on contract No. 2738, covering grading and paving on the So.Unit, Steiwer Hill-Albany Section of the Pacific Highway East, in Linn County. This payment, in the amount of $16,423.49, will be made on or after February 3, 1947. The amount of remaining retained percentage is $12,982.43.

There is a claim filed against this project by Gerald L. Stowe of which you have been previously notified, in the amount of $172.50.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

1-24-47, gl

RECEIVED
JAN 28 1947
FOR FILING

SN-U-A FAP-176-9

January 22, 1947

Mr. T. H. Davis
District Engineer
Public Roads Administration
P. O. Box 3960
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract 2736, Steiwer Hill-Albany Section of the Pacific Highway East, SN-U-A-FAP 176 (9), to Warren Northwest, Inc., Contractors, from September 30, 1946, to September 30, 1947.

Due to non-completion of bridges on this section, which are being handled under a separate contract, the contractor has been unable to do his concrete paving. Grading on this section was completed well within the required time limits.

I would recommend that this extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: H. G. Smith

RECEIVED
DEC 5 1946
FOR FILING

FAP 176(1)

December 3, 1946

Warren Northwest, Inc.
P. O. Box 6072
Portland 13, Oregon

Attention: Mr. J. R. Wininger

Gentlemen:

Mr. R. A. Heintz, who has a subcontract with you on the North and South Units of the Stalwer Hill-Albany Section, has completed the grading work in an acceptable manner except for the replacement of a small piece of damaged curb and some cleaning up of clearing debris which was placed off the right of way.

There may be, of course, some slides or other repair work prior to the paving in the spring, but how that is handled is entirely between you and Mr. Heintz and is of no concern to the State. I am merely certifying that the work performed by Mr. Heintz was completed in a satisfactory manner, and we have no objection to your settling with him according to the terms of the subcontract.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc to: R. A. Heintz Construction Co.
H. G. Smith
F. D. Mason

FORM E-20 25M 7-46

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 12, 1946

SUBJECT:

To:

Mr. H. G. Smith,
Construction Engineer.

Dear Sir:

Mr. R. A. Heintz has completed the grading work on both the North and South Units of the Steiwer Hill-Albany Project in an acceptable manner, except for the replacement of a small piece of damaged curb, which he has agreed to take care of, and some clean-up of some clearing debris that was placed off the right of way.

Mr. Heintz is desirous of getting some kind of an official acceptance of this work so he can eliminate some of the retained percentage of monies due him. He states that Mr. Wininger has agreed to pay him on the subcontract for all work performed on the basis of a 3 per cent retention of monies due him until the contract is completed. It is understood between him and Mr. Wininger that he would be subject to recall in the spring to remove any slides or perform any other grading work that may be required to fully complete the contract.

I think perhaps a letter might be addressed to Mr. Wininger, with a copy to Mr. Heintz, setting forth the fact that the grading work has been completed as per specifications and is accepted subject to any slides or other grading details that may be needed in the spring prior to paving work.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM

RECEIVED

RECEIVED
JUL 22 1946
FOR FILING

N-U-A-FAP 176-9

#2738

July 20, 1946

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

#4186

Attention: Mr. J. R. Wininger

Gentlemen:

The anticipated dates for the completion of the trestles on the Steiwer Hill-Albany Section and their opening to traffic are as follows:

Overflow bridges north of Santiam River - August 15;
Murder Creek trestle - August 15;
Doty Creek trestle and Sidney Power Canal bridge - September 15.

Under this program it would appear, therefore, that you could start paving at Albany about August 15, run north to the overflow channel at Gale Butte and then start on the north section about September 15.

It was our understanding from the representative of the Gold Hill plant that they expected to fill their highway contracts. However, they have had a rather serious breakdown since that time, and you are probably better advised than we are. In any event, it would seem that cement will be in greater demand next year than this, so I am of the opinion that you would do well to get as much done this fall as possible. Please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. F. D. Eason

4136

RECEIVED

SSION

## RECORD OF ASSIGNMENT

DESCRIPTION: Letter from Paxson, dated July 15, relative to completion of Overflow bridges on Santiam River Section.

DATE: 7-17-46 ASSIGNED TO: H. G. Smith

FOR
(Investigation and report to this office.
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
X (Please prepare a letter to Niniger on this.

REPORT RECEIVED:

Rec. 7-23-46

REMARKS:

---

Overflow Bridges
er Section

hand and the deck
ugust 15. This
will open the south unit from Albany north to the first overflow bridge, which is approximately 1½ miles south of the Santiam River. We have some of the material for the overflow structures south of the Santiam River, but not enough to give a definite date as to their completion.

Material is on hand for two of the three overflow structures north of the Santiam River, and decks on these can be placed immediately, so that they will be open to traffic by approximately August 15. Material has been shipped, but not yet received at the job, for the Doty Creek trestle, and we are advised that the mill is loading out the stringers for the Sidney Power Canal bridge today, for shipment to the treating plant. The remainder of the lumber for the third and last of the overflow trestles north of the Santiam River is promised for shipment to the treating plant this week. If the mills meet these promises, all the material can be treated and shipped by August 1, which will allow us to complete the decks on all structures north of the Santiam River and have a sufficient curing period, so that traffic may go over these by September 15.

This program, of course, is dependent upon the sawmills meeting the promises they have made, but since these promises are for shipment within the next week or ten days, it would appear that we are reasonably safe in accepting them. Under this schedule the paving contractor can start at Albany and place his subbase and pavement down to the most southerly of the overflow channels at Gale Butte, starting approximately August 15; and can then start on the north section and complete it to the Santiam River Bridge by starting on approximately September 15. Before this paving work is complete, we should certainly have the remaining overflow structures south of the river ready so that after August 15 there should be no serious delay to paving operations.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP GM
cc F. D. Eason

FORM E-30 20M 7-46

RECEIVED

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15, 1946

SUBJECT: Completion of Overflow Bridges on Santiam River Section

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

All material for the Murder Creek trestle is on hand and the deck can be placed on this structure and opened to traffic by August 15. This will open the south unit from Albany north to the first overflow bridge, which is approximately 1½ miles south of the Santiam River. We have some of the material for the overflow structures south of the Santiam River, but not enough to give a definite date as to their completion.

Material is on hand for two of the three overflow structures north of the Santiam River, and decks on these can be placed immediately, so that they will be open to traffic by approximately August 15. Material has been shipped, but not yet received at the job, for the Doty Creek trestle, and we are advised that the mill is loading out the stringers for the Sidney Power Canal bridge today, for shipment to the treating plant. The remainder of the lumber for the third and last of the overflow trestles north of the Santiam River is promised for shipment to the treating plant this week. If the mills meet these promises, all the material can be treated and shipped by August 1, which will allow us to complete the decks on all structures north of the Santiam River and have a sufficient curing period, so that traffic may go over these by September 15.

This program, of course, is dependent upon the sawmills meeting the promises they have made, but since these promises are for shipment within the next week or ten days, it would appear that we are reasonably safe in accepting them. Under this schedule the paving contractor can start at Albany and place his subbase and pavement down to the most southerly of the overflow channels at Gale Butte, starting approximately August 15; and can then start on the north section and complete it to the Santiam River Bridge by starting on approximately September 15. Before this paving work is complete, we should certainly have the remaining overflow structures south of the river ready so that after August 15 there should be no serious delay to paving operations.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP GM
cc F. D. Eason

M

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FEB 20 1946
FOR FILING

176-9

South

February 18, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box #3900
Portland, 8, Oregon

Dear Sir:

In connection with the previously discussed plan to raise the grade and to provide additional waterway on the Steiwer Hill-Albany Project, SN - U - A - FAP 176 (9), we are submitting a price agreement authorizing certain work to be done by the contractor (Warren Northwest, Inc.,) and establishing a basis for the payment for such work.

Approximately half of the work involved is work that can be paid for at the regular contract prices. Four items, however, require special prices and, for these items, prices have been negotiated with the contractor which appear to us to be satisfactory. In explanation of the 85 ¢ price for extra gravel borrow, we wish to say that gravel cannot now be obtained from the source north of the river which was used under the item "gravel embankment in place," and that the furnishing of gravel from the new source not only requires extra haul, but requires also the surfacing of a hauling road, the performance of extra clearing and grading, and the use of shovel and truck equipment instead of more economical self-loading conveyors.

You will note that this agreement includes construction of the box culvert at Station 831 which was at first planned to be constructed by the bridge contractor, C. J. Montag & Sons. This change was made to avoid interference and extra expense which the Warren Northwest, Inc., claimed would cause if another contractor were permitted to undertake construction of that nature within the limits of their work without the same incentive for expeditious performance that they have on account of their being responsible for a large volume of other work that will be tied up if there is delay in bringing the culvert to completion. The placing of responsibility for prompt construction of this culvert in the hands of the Warren Northwest, Inc., is, we think, very desirable and may easily save us, in damage and delay claims, an amount of $1,500.00 or $2,000.00.

[illegible]

February [illegible]

[illegible] the fact that the subject construction was originally in- [illegible] for the [illegible] contract, under [illegible] to the present agreement on [illegible] contingency allowance set [illegible] be agreeable to us if [illegible] the understanding that [illegible] We would like, if pos- [illegible] eligible for participation [illegible] so that if approval on [illegible] approved promptly.

Very truly yours,

[illegible]

[illegible]

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FEB 20 1946
FOR FILING

176-9

February 18, 1946

Mr. T. E. Davis
District Engineer
Public Roads Administration
Post Office Box #3900
Portland, 8, Oregon

Dear Sir:

In connection with the previously discussed plan to raise the grade and to provide additional waterway on the Stadner Hill-Albany Project, SN - U - A - FAP 176 (9), we are submitting a price agreement authorizing certain work to be done by the contractor (Warren Northwest, Inc.,) and establishing a basis for the payment for such work.

Approximately half of the work involved is work that can be paid for at the regular contract prices. Four items, however, require special prices and, for these items, prices have been negotiated with the contractor which appear to us to be satisfactory. In explanation of the 85 ¢ price for extra gravel borrow, we wish to say that gravel cannot now be obtained from the source north of the river which was used under the item "gravel embankment in place," and that the furnishing of gravel from the new source not only requires extra haul, but requires also the surfacing of a hauling road, the performance of extra clearing and grading, and the use of shovel and truck equipment instead of more economical self-loading excavators.

You will note that this agreement includes construction of the box culvert at Station 831 which was at first planned to be constructed by the bridge contractor, G. J. Montag & Sons. This change was made to avoid interference and extra expense which the Warren Northwest, Inc., claimed would cause if another contractor were permitted to undertake construction of that nature within the limits of their work without the same incentive for expeditious performance that they have on account of their being responsible for a large volume of other work that will be tied up if there is delay in bringing the culvert to completion. The placing of responsibility for prompt construction of this culvert in the hands of the Warren Northwest, Inc., is, we think, very desirable and may easily save us, in damage and delay claims, an amount of $1,500.00 or $2,000.00.

RECEIVED

February 18, 1946

Mr. T. H. Davis, - 2

If the fact that the culvert construction was originally included in the price agreement approved for the Montag contract, makes it difficult to approve the culvert item in the present agreement on such basis that it will participate in the contingency allowance set up for the Steiwer Hill-Albany Project, it will be agreeable to us if you will give the agreement your approval with the understanding that the culvert is to be a non-participating item. We would like, if possible, to have the balance of the items made eligible for participation in the contingency allowance but will not insist on that if approval on that basis will prevent the agreement being approved locally.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GED

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FEB 9 - 1946
FOR FILING

FAP 176(9)

February 8, 1946

Warren Northwest, Inc.,
P. O. Box 9072
Portland 13, Oregon

Attention: Mr. Hininger

Gentlemen:

In view of your desire to use steel side forms in the construction of pavement on the [illegible] Hill-Albany Contract, and in order to make the use of steel forms more practicable than otherwise, we hereby approve the slight change in tie bar spacing which you have proposed.

The spacing approved is a uniform spacing of 40 inches c. to c. without any fixed requirement as to the positions of the bars with respect to transverse joints.

With this spacing, each 10-foot side form member will carry three holes for the admission of tie bars, the bars nearest the ends of the member being 20 inches from the ends and the third bar being exactly midway between the ends.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

cc T. H. Davis
R. G. Smith
F. B. Bacon

SHP:GED

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JAN 17 [illegible]
FOR FILING

FAP 176(9)

January 16, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

With reference to your letter of January 11, relative to the recent flood on the Steiwer Hill-Albany Section, Oregon SN-U-FAP 176(9), I am sending you under separate cover the plans for a new grade line for this section, which give a grade line of more than two feet above the recent high water. Inasmuch as the water leaves the river at various points downstream from Jefferson and flows generally northwesterly, it is not logical to have a level grade line, so the grade line shown is based upon actual conditions and is considerably more economical than a uniform raise throughout the distance.

At Station 831 there will be a new double 7.5 x 6-foot culvert. The grade at Station 784 is raised 2.1 feet and the bridge lengthened two spans on the north. At Station 760 the grade is raised 1.5 feet and the bridge lengthened one span on the south and two spans on the north. At Station 748 there is a new bridge 105 feet long. At Station 739 the grade is raised one foot. At Station 728 the grade is raised .5 foot with two extra spans on the south end.

I trust that you will find this satisfactory and approve these changes. The extra cost will be about $60,000. We will advise you of the more exact amount when we have computed the increase in quantities.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI
cc Mr. H. G. Smith

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~DISTRICT ONE~~
Division 8

POST OFFICE BUILDING
PORTLAND 8, OREGON

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JAN 14 1946
FOR FILING

176-9

NOTED
State Highway Engineer

January 11, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Field observations made at the time of the recent flood of the Santiam River, on Oregon SN-U-A-FAP 176(9), the Steiwer Hill-Albany Section of the Pacific Highway, showed the flood water had reached to profile grade south of the river. It is understood that it is proposed to increase the length of three of the four overflow bridges within this portion of the project to provide more waterway for flood water, but apparently it is not proposed to raise the grade line.

We believe that to construct the overflow bridges on the present grade line would result in the stringers of those bridges seriously obstructing the free flow of flood water, causing a backing up of the water on the east side of the roadway, and also greatly increasing the possibility of clogging of the waterway with drift and debris.

It is therefore suggested, that consideration be given to the raising of the grade line between Stations 725 and 790 about two feet, or to the flow line noted on the east side of the new embankment. Please give your early consideration to this suggestion, and advise of your action.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer.

RECEIVED
JAN 12 1946
OREGON
STATE HIGHWAY COMMISSION

Copy sent to H. G. Smith

176-9

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

RECEIVED
JAN 4 1946
FOR FILING

January 2, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed is executed copy of the modified agreement and certificate for Oregon SN-U-A-FAP 176(9), Steiwer Hill-Albany Section of the Pacific Highway.

Very truly yours,

W H Lynch

W. H. LYNCH
Division Engineer

Encl.

RECEIVED
JAN 3 1946
OREGON
STATE HIGHWAY COMMISSION

WA11 pr 60

ATTC

Oregon Federal Aid Project No. SN-U-A-FAP 176(9)

## MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on August 31, 1945 by The Oregon State Highway Commission, and on November 1, 1945 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Project No. SN-U-A-FAP 176(9); and

WHEREAS, the said Highway Department has requested approval of a revision of the estimate to provide that the Federal funds approved and set aside to the credit of the project be increased from $882,625.12 to $904,064.21 (without change in the estimated cost);

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of nine hundred four thousand, sixty-four and 21/100 dollars ($904,064.21) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

To Article III shall be added clause (b) to read:

> "(b) Wherever in this agreement the terms "Federal Works Administrator" and "Administrator" appear, they shall be so construed to have the same meaning and effect as the terms "Commissioner of Public Roads, Public Roads Administration, Federal Works Agency" and "Commissioner," respectively, to conform to the provisions of the Federal Aid Highway Act of 1944 and the regulations issued pursuant thereto."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of nine hundred four thousand, sixty-four and 21/100 dollars ($904,064.21), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one million, five hundred twenty-two thousand, eight hundred forty-eight and 50/100 dollars ($1,522,848.50), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements willbe found in the agreement for Project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on December 14, 1945. and the Administrator on January 2, 1946.

OREGON STATE HIGHWAY COMMISSION

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

By T H Banfield
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission

COMMISSIONER OF PUBLIC ROADS

By W H Lynch
Division Engineer
U.S. Public Roads Administration

Attest
SECRETARY

Oregon Federal Aid Project No. SN-U-A-FAP 176(9).

Form PR. 3—Revised

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

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# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)*

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Agency as **Federal Aid** Project No. **[illegible] 176(9)** State of **Oregon**

Second. That in accordance with said provisions I have approved the sum of $ **1,522,[illegible]** **in lieu of the $882,625.12 approved by Certificate dated November 1, 1945** as the total estimated cost of said project, and the sum of $ **904,064.21** as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of ~~Washington~~ **Portland, Oregon** this **2nd** day of **January** one thousand nine hundred and **forty-six.**

~~[illegible]~~
COMMISSIONER OF PUBLIC ROADS

By

~~[illegible]~~
Division Engineer
U.S. Public Roads Administration

RECEIVED

U. S. GOVERNMENT PRINTING OFFICE 16—10139-1

176-9

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE
DIVISION EIGHT

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

RECEIVED
NOV 28 1945
FOR FILING

November 26, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We enclose herewith two copies of the draft of modification of project agreement for Oregon SN-U-A-FAP 176(9), Steiwer Hill-Albany Section of the Pacific Highway, for signature and return to this office. One copy of a revised summary sheet to supersede the last sheet of the agreement estimate dated July 27, 1945, is also enclosed.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Division Construction Engineer

Encls.

RECEIVED
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OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

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MONTANA
OREGON
WASHINGTON 176-9

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
~~DISTRICT ONE~~
Division 8

POST OFFICE BUILDING
PORTLAND, OREGON

November 20, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-U-A-FAP 176(9)
Pacific Highway.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
Division Engineer

By
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
NOV 23 1945
OREGON
STATE HIGHWAY COMMISSION

Jon

Hall Pr. 60

Form P. R. 2

State Oregon

**Federal Aid** Project No. ~~SN-U-A-~~FAP 176(9)

# PROJECT AGREEMENT

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MEMORANDUM OF AGREEMENT made this 31st day of August, 1946

by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; and the Defense Highway Act of 1941.

Whereas the Highway Department of said State submitted on the 25th day of September, 1933, ~~a~~ revised project statement, which was approved on the 5th day of October, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Sections~~ ~~of~~ said project which were recommended for approval by the ~~District~~ Division Engineer of the Public Roads Administration on the 15th day of May 1945; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eight hundred eighty-two thousand, six hundred twenty-five and 12/100 dollars ($882,625.12) as the share of the United States payable under said act on account of ~~Sections of~~ said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939 (include date and citation of act of legislature by which authorized)

(b) From other sources funds made available under sections 4(a) and 4(b) of the Defense Highway Act of 1941 in addition to regular Federal-aid funds.
(State how placed under direct control of Highway Department)

## ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 497+80 in the NE¼, Section 15, T. 9 S., R. 3 W., thru equation 1036+02.65=303+83.80, and Survey Station 511+80 in the NW¼, Section 4, T. 11 S., R. 3 W., W.M.

, length 10.[illegible] miles, in Marion and Linn Counties, ~~County~~

being ~~[illegible]~~ Oregon Federal Aid project No. ~~[illegible]~~ 176(9) consisting of 9.052 miles of roadway and 12 bridges ~~[illegible]~~ of more than 20 feet clear span, 0.186 of a mile in length.

16—11379 GPO

## CHARACTER AND METHOD OF CONSTRUCTION

**Article III.** The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

16—11379

This project is located on the strategic network of highways and is subject to certain provisions of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.).

## UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction XXXXXXXXX of said project shall not in any event exceed the sum of eight hundred eighty-two thousand, six hundred twenty-five and 12/100 dollars ($882,625.12), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one million, five hundred twenty-two thousand, eight hundred forty-eight and 00/100 dollars ($1,522,848.00), the approved total estimated cost XXXXXXXXX, of said project.

## PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

## MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of

NOV 1 1945, 19__

Attest
SECRETARY

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By Arthur W. Schaupp
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ________
(Title of officer)

By ________
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H J O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879

Form PR. 3—Revised

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)*

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. [illegible] 176(9) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ [illegible] as the total estimated cost of said project, and the sum of $ [illegible] as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ........ day of ........
one thousand nine hundred and NOV 1 1945

FEDERAL WORKS ADMINISTRATOR,

By ........
Acting Commissioner of Public Roads.

RECEIVED
NOV 10 1945
FOR FILING

176-9

November 8, 1945

Collins Concrete & Steel Pipe Co.
3841 N. Columbia Blvd.
Portland 3, Oregon

Attention: J. H. Ireland

Gentlemen:

We refer to your letter of November 6th, addressed to our Mr. Finkbiner, relative to spacer hoops for the concrete guard fence posts which you are to manufacture for the Steiwer Hill-Albany Project, Contract 2738.

The specifications provide that the hoops may be either cold-drawn steel wire or intermediate grade steel bars. As you should have no trouble in obtaining intermediate grade steel bars in the 3/8" round size, we do not feel that we should consent to the substitution of 1/4" material.

The fact that the hoops are square hoops makes necessary the use of heavier steel than would be required if the hoops were round.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:GED

CC E. E. Finkbiner
F. D. Bacon

J. J. COLLINS, PRESIDENT
UNIVERSITY 0605

# Collins Concrete and Steel Pipe Co.

3841 N. COLUMBIA BOULEVARD
PORTLAND 3, OREGON

CONCRETE SEWER,
CULVERT AND IRRIGATION PIPE
CONCRETE METER BOXES
HIGHWAY GUARDRAIL POSTS
DRAINAGE TILE

CORRUGATED METAL CULVERT PIPE
GALVANIZED RANGE BOILERS
STEEL SEPTIC TANKS
ELECTRIC HOT WATER HEATERS
GALVANIZING

November 6, 1945

Mr. N. H. Finkbiner
Oregon State Laboratories
Oregon State Highway Comm.
Salem, Oregon

Dear Sir:

We are writing you in regard to guard rail to be constructed on the Steiwer Hill-Albany Section of the Pacific Highway, Contract No. 2738.

The plans of the concrete posts to be used on this job call for five 3/8" round cold drawn steel wire spacer hoops for each post. We are finding it impossible to obtain this 3/8" cold drawn wire. We are, therefore, requesting your approval for substituting six 1/4" cold drawn spacer hoops in place of five 3/8" called for in the plans.

An early reply to this letter will be appreciated so that we may commence production of these posts.

Yours very truly,

COLLINS CONCRETE & STEEL PIPE CO.

JH:RG

RECEIVED
NOV 7 - 1945
OREGON STATE HIGHWAY COMMISSION
MATERIALS DEPARTMENT

MEMBER ASSOCIATED GENERAL CONTRACTORS

RECEIVED
[illegible] 29 1945
FOR FILING

176-9

October 29, 1945

Collins Concrete & Steel Pipe Co.
3841 N. Columbia Blvd.,
Portland 3, Oregon

Attention - H. E. Schierhorn

Gentlemen:

We refer to your letter of October 26th concerning reinforcement to be used in concrete posts which you are to manufacture for the Steiwer Hill-Albany Project, Contract No. 2738.

In view of the fact that reinforcing bars are not at present obtainable in the 1/2-inch square size, you are, by this letter, authorized to substitute 1/2-inch round bars in posts manufactured for use on the above mentioned project.

We propose to use the square post more or less generally in future guard fence construction, and until 1/2-inch square bars are obtainable we will use the 1/2-inch round size.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

SHP:GED

CC H. H. Pinkbiner
F. D. Bacon

J. J. COLLINS, PRESIDENT
UNIVERSITY 0605

**Collins Concrete and Steel Pipe Co.**
3841 N. COLUMBIA BOULEVARD
PORTLAND 3, OREGON

CONCRETE SEWER,
CULVERT AND IRRIGATION PIPE
CONCRETE METER BOXES
HIGHWAY GUARDRAIL POSTS
DRAINAGE TILE

CORRUGATED METAL CULVERT PIPE
GALVANIZED RANGE BOILERS
STEEL SEPTIC TANKS
ELECTRIC HOT WATER HEATERS
GALVANIZING

October 26, 1945

RECEIVED
OCT 27 1945
STATE HIGHWAY COMMISSION

Oregon State Highway Comm.
Salem, Oregon

ATTENTION: C. B. McCullough
Asst. State Hwy. Eng.

Gentlemen:

We acknowledge receipt of your letter of the 22nd inst., in regard to guard rail to be constructed on the Steiwer Hill-Albany Section of the Pacific Highway, Contract No. 2738.

We are now in process of building forms for the newly designed posts and hope that same will be adopted by the state as the permanent design.

In trying to locate the 1/2" square steel bars for reinforcement, we are informed that the manufacture square of steel bars has been discontinued and that 1/2" bars are available only in round bars.

We ask that you kindly O.K. the use of this material in the above mentioned contract, and remain

Yours very truly,

COLLINS CONCRETE & STEEL PIPE CO.

H. E. Schierhorn, Vice President

~~55~~ .25#
Rd. .196#
1
.306
1/2
5/8

HES:mg

MEMBER ASSOCIATED GENERAL CONTRACTORS

RECEIVED
OCT 26 1945
FOR FILING

176-9

October 23, 1945

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

For the purpose of placing under agreement the unobligated balance of 1943 Regular Federal Aid Funds, in the amount of $21,439.09, it is our request that the project agreement for the Steiwer Hill-Albany Section, Project No. SN-U-A-FAP 176 (9), be modified and the funds for that project be revised as follows:

| Item | Total Cost | Federal Aid Funds | State Funds |
|---|---|---|---|
| Roadway | $ 849,996.95 | $504,614.66 | $345,382.29 |
| Structures | 672,851.85 | 399,449.55 | 273,402.30 |
| | $1,522,848.80 | $904,064.21 | $618,784.59 |

| Class of Funds | Total Cost | Federal Funds |
|---|---|---|
| 1941 Regular Federal Aid | $ 15,174.01 | $ 9,008.30 |
| 1943 Regular Federal Aid | 278,602.44 | 165,396.91 |
| Strategic Network, Apportioned | 138,139.86 | 82,009.00 |
| Strategic Network, Unapportioned | 1,090,932.49 | 647,650.00 |
| | $1,522,848.80 | $904,064.21 |

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JWN:GS

RECEIVED
OCT 23 1945
FOR FILING

126-9

October 22, 1945

Collins Concrete & Steel Pipe Co.
3841 N. Columbia Boulevard
Portland, Oregon

Attention: Jack Collins

Gentlemen:

We enclose herewith the contract special provisions and the plans applying to the guard rail to be constructed on the Steiwer Hill-Albany Section of the Pacific Highway, Contract No. 2738. You will note therefrom that the posts are to be square - not round.

We are sorry that you were not aware of this special requirement when you quoted prices to the contractor, as it will not be possible for us to authorize any deviation.

Very truly yours,

C. D. McCullough
Asst. State Highway Engineer

SHP:GED
ENC.

RECEIVED
SEP 6 1945
FOR FILING

176-9

E2738

**WARREN NORTHWEST INC.**
HIGHWAY & ROAD CONTRACTORS
POST OFFICE BOX 5072 • PHONE: TABOR 3288
PORTLAND 12, OREGON

August 29, 1945

NOTED
H. B. GLAISYER

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We acknowledge receipt of your letter of August 28, 1945, relative to a claim made by Gerald L. Stowe and wife covering alleged property damage.

We have turned this file over to R. A. Heintz, subcontractor, who was doing the grading for us in the vicinity of Mr. Stowe's property. They advised us today that they would make a thorough investigation of Mr. Stowe's claim.

Very truly yours

WARREN NORTHWEST INC.

AMEppling
A. M. Eppling
Secretary-Treasurer

copies sent to Dennis & Smith 9/5

AME:DB
CC: U. S. Fidelity and
Guaranty Company

RECEIVED
AUG 30 1945
STATE HIGHWAY COMMISSION

Copy filed: Adm-Insurance-Prop. Damage

RECEIVED
AUG 25 1945
FOR FILING

176-9

S. Unit

~~[illegible]~~
Division 8

August 22, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon [illegible]-FAP 176(9)
Steiner Hill-Albany Section
Pacific Highway East.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office covering the above project. Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

P.S.& E. are approved subject to the understanding that increases in unit costs effected pursuant to the third paragraph of the section "Alterations in Details of Construction" will not participate in Federal Aid. This paragraph permits price adjustments when alterations in plans cause an increase or decrease in the total cost of 25 percent or less.

Very truly yours,

T. H. DAVIS
District Engineer

Encls.

RECEIVED
AUG [illegible] 1945
STATE HIGHWAY COMMISSION

N

FORM 2-183X 10M 9-44

RECEIVED
AUG 1 - 1945
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Mr. H B Glaisyer

FAP 176 (9) July 31, 1945

L 1386
R 11405

Warren Northwest, Inc.,
P. O. Box 5072,
Portland 13, Oregon.

Gentlemen:

Mr. and Mrs. Gerald L. Stowe have, through their attorney Mr. Willard Marks of Albany, Oregon, advised me that in connection with the performance of your contract with the State of Oregon, which is identified in the State's records as Contract No. 2738, you have caused damage to crops growing on land adjacent to the right of way and that additional damage is threatened.

You, of course, are familiar with the provision of your contract which obligates you to take care of any damage done to private property.

I am passing this information on to you at this time so that you may know of the complaint made by Mr. and Mrs. Stowe and may avoid unnecessary damage.

Yours very truly,

J. M. DEVERS

JMD:FW

cc Mr. and Mrs. Gerald L. Stowe
Mr. Willard Marks
Mr. H. B. Glaisyer

W. Talbot Sinclair, Agent USF&G,
1112 Bedell Building,
Portland, Oregon.

REFERRED TO
Mrs [illegible]
BY SECRETARY

NOTED ON CARD
8-1-45 JL

make note of this on the card for this job and return letter to me for filing.
HBG

RECEIVED
JUL 19 1945
FOR FILING

FAP 176-9

July 18, 1945

Mr. T. H. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We have your letter of July 16, concerning the price agreement covering changes in plans for the portion of the Stelwer Hill-Albany Project, SNS-A-FAP 176 (9), which is between Station 1015 and 1045+40.

The box culvert at Station 1036 is to be extended with 36" Concrete Pipe rather than with a box type culvert as the plans indicate. The change in this item was decided upon after the plan for the service road change had been completed and printed, which accounts for its not being shown on the prints.

Our thought with respect to the footpath is that present pedestrian traffic is insufficient to justify a surfaced path, but that eventually a surfaced path will be needed. It seemed advisable, therefore, to provide the roadbed width needed to support a path, but to delay the surfacing until a greater amount of pedestrian traffic has developed. In the meantime, the whole of the shoulder may be used as a footpath and the shoulder will be of sufficient width to permit pedestrians to pass cars parked on the shoulder area without being forced into the traffic lanes.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Division 8

POST OFFICE BUILDING
PORTLAND 8, OREG.

July 16, 1945

REFERRED TO
Probst
By Chief Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of Price Agreement No. 1 and plan sheet No. 20-A covering changes between Station 1015 and 1045+40 on the South Unit of Oregon SN-U-A-FAP 176(9), the Steiwer Hill-Albany Section of the Pacific Highway.

In reviewing these papers it seems to be the intention, according to the price agreement, to eleminate the 2'8" X 3'4" box culvert extension at Station 1036 and substitute a 36 inch concrete pipe extension. However, on Sheet No. 20-A both the plan and profile indicate an extension as a box culvert and this is borne out by the notation as to the connections from the catch inlet. Please advise as to this.

Also it would appear that the proposed foot path should be of a higher type than the adjoining shoulder since according to the section there is nothing to differentiate between the two and experience has shown that a contrast in types is desirable. We would appreciate your views on this also.

The price agreement will be held here pending receipt of your reply.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
JUL 17 1945
STATE HIGHWAY COMMISSION

Copy sent to Probst

RECEIVED
JUL 19 1945
FOR FILING

FAP-176-(9)

July 18, 1945

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We have your letter of July 16, concerning the price agreement covering changes in plans for the portion of the Steiwer Hill-Albany Project, SNH-A-FAP 176 (9), which is between Station 1015 and 1045+40.

The box culvert at Station 1036 is to be extended with 36" Concrete Pipe rather than with a box type culvert as the plans indicate. The change in this item was decided upon after the plan for the service road change had been completed and printed, which accounts for its not being shown on the prints.

Our thought with respect to the footpath is that present pedestrian traffic is insufficient to justify a surfaced path, but that eventually a surfaced path will be needed. It seemed advisable, therefore, to provide the roadbed width needed to support a path, but to delay the surfacing until a greater amount of pedestrian traffic has developed. In the meantime, the whole of the shoulder may be used as a footpath and the shoulder will be of sufficient width to permit pedestrians to pass cars parked on the shoulder area without being forced into the traffic lanes.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:ER

RECEIVED
JUL 12 1945
FOR FILING

176-9

July 6, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is price agreement No. 1, covering change of plans with respect to certain additions and deletions as shown by P. A. Sheet No. 20-A (copies of which are enclosed) and involving new bid items for 18-inch and 20-inch concrete curbs and 36-inch concrete culvert pipe, in connection with the South Unit, Steiwer Hill-Albany Project, SN-U-A-FAP 176 (9).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

RECEIVED
JUL 3 - 1945
FOR FILING

FAP 176 (9)

July 2, 1945

RECEIVED

Mr. R. W. Lohman
District Production Service Manager
War Production Board
615 Bedell Building
Portland, Oregon

Dear Sir:

In reply to your letter of June 27, in reference to application from Warren Northwest Company for War Production Board approval to purchase a D 7 Caterpillar tractor.

The Warren Northwest Company has at present, three Oregon State Highway contracts under construction.

| | | | |
|---|---|---|---|
| Contract No. | 2726 | - Albany-Crabtree Corner | $ 72,800 |
| " " | 2738 | - South Unit Steiwer Hill-Albany | 452,400 |
| " " | 2739 | - North Unit " " " | 322,900 |
| | | Total | $848,100 |

These projects will improve a section of the South Santiam Highway and a section of the Pacific Highway, which are a part of the strategic Federal Aid network. These highways are under extremely heavy logging, military, industrial, and agriculture traffic essential to the war program. The projects have been approved by the Army, Public Roads Administration and the War Production Board.

Our contracts contain a paragraph in reference to equipment requirement, which reads similar to the paragraph in your letter. The contractors have equipment available to complete the contracts but some of their equipment is old and badly worn and if they are to remain in business, it is imperative that some of their equipment be replaced with new or good used equipment.

These contractors have been consistent and successful bidders on Oregon State Highway projects for many years, and we will appreciate anything you can do to help them procure the equipment they require.

Very truly yours,

C. B. McCullough
Ass't. State Highway Engineer

BMC:rb

**WAR PRODUCTION BOARD**

~~WASHINGTON, D.C.~~
PRODUCTION SERVICE DIVISION
815 Bedell Building
Portland 4, Oregon

IN REPLY REFER TO:

June 27, 1945

REFERRED TO H G Smith
By Asst. Chief Engineer

Please advise

RECEIVED
JUN 28 1945
STATE HIGHWAY COMMISSION

State Highway Commission
Salem, Oregon

Attention: Mr. Baldock

Gentlemen:

The Warren-Northwest Company have applied for purchase authority on a D-7 Caterpillar, stating that they have been awarded a contract by the Oregon State Highway Commission #2738 for grading and surfacing in Linn County, and also another contract #2726 for resurfacing the Santiam Highway.

Will you please advise us whether or not as a part of these contracts there is some such statement as follows:

"Attached to and made a part of this contract is the provision that the contractor owns or has access to sufficient equipment to complete all the work called for under this contract, and it is stipulated further, that no assistance can be expected from the Public Roads Administration for the purchase of new units of equipment for the completion of the work."

If there is, we do not see how this application can be approved. If not, we will be pleased to process it at once.

Very truly yours,

R W Lohman
R. W. Lohman
District Production Service Mgr.

FOR VICTORY
BUY
UNITED
STATES
DEFENSE
BONDS
AND
STAMPS

RECEIVED
JUN 15 1945
FOR FILING

176-7

2738

June 14, 1945

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We are sending you today, by express, fully executed copies of Contracts No. 2738 and No. 2739 which were awarded to you on May 29, 1945, by the State Highway Commission, as follows:

Contract No. 2738 with Warren Northwest, Inc. covering grading and paving of the South Unit, Steiner Hill-Albany Section of the Pacific Highway East, in Linn County.

Contract No. 2739 with Warren Northwest, Inc. covering grading and paving of the North Unit, Steiner Hill-Albany Section of the Pacific Hwy. East.

This copy is for your records and files.

We are also sending executed copies to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

gl

Contracts sent by express, 6-14-45
G. L.

RECEIVED
JUN 5 - 1945
FOR FILING

22-1117

June 1, 1945

Warren Northwest, Inc.
P. O. Box 5073
Portland 13, Oregon

Gentlemen:

We are sending you today by express four copies of each of the following contracts which were awarded to you by the State Highway Commission on May 29, 1945:

Contract No. 2739 covering grading and paving on North Unit, Steiwer Hill-Albany Section of the Pacific Highway East in Marion County for 3.92 miles.

✓ Contract No. 2738 covering grading and paving for 5.93 miles on South Unit, Steiwer Hill-Albany Section of the Pacific Highway East in Linn County.

Kindly execute all four copies of each of these contracts as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy of each contract will be returned to you for your records and files. We will also send an executed copy of each contract to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformity therewith.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

MBG rmr

4 copies of each contract sent by [illegible]
[illegible]

M

RECEIVED
JUL 20 1945
FOR FILING

FAP 176 (9)

May 31, 1945

COPY

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request of Mr. Davis, we are enclosing herewith copies of rights of way statements for Projects Nos. DA-RM 92 (1) and SN-U-FAP 176 (9).

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

Dictated by J. W. Nash/ER

RECEIVED
JUN 5 - 1945
FOR FILING

176-9

May 31, 1945

Warren Northwest, Inc.
P. O. Box, 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission on May 29, 1945, awarded you the following contracts:

✓ #2738 South Unit, Steiwer Hill-Albany Section of the Pacific Highway East in Linn County.

North Unit, Steiwer Hill-Albany Section of the Pacific Highway East in Marion County.

#2739 These awards were based on your low combination bid of $772,724.50, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

cc: S.H.Probert
G.S.Paxson

RECEIVED
JUN 4 - 1945
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

176-9

May 29, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon SN-U-A-FAP 176(9), the North and South Units of the Steiwer Hill-Albany Section of the Pacific Highway East, to Warren Northwest, Inc., Portland, Oregon, who submitted the low combination bid on the basis of using tar.

Warren Northwest, Inc., were low bidders at $454,824.00, using tar, on the South Unit. On the North Unit they were third low. However, they qualified their bid by stating that if awarded both units, they would make a lump sum reduction of $5,000.00 in their bid for the North Unit. Since they were low on the South Unit, this reduction of $5,000.00 on their total bid on the North Unit gave them a net bid of $317,900.50, which made them the low bidders on this unit.

Very truly yours,

W H Lynch
W. H. LYNCH
Division Engineer

RECEIVED
MAY 31 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

SN-FAP-176(9)

May 15, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon SN-FAP 176(9), the Steiwer Hill-Albany Section of the Pacific Highway, U.S. 99, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Our concurrence in award of contract will be withheld pending advice that the pavement design is satisfactory for approval.

In preparing the project agreement estimate, it is requested that the heading show the end stations of each structure. Your attention is called to the error in the beginning station of the overcrossing, which should be 841+92.5 instead of 842+04.5.

The mileages shown on the P.S.& E. estimate appear to be in error and should be corrected when the project agreement estimate is submitted. We compute the roadway mileage to be 10.338 miles, as shown on the summary sheet, and the total mileage of the bridges to be .486 miles instead of .484 miles.

When submitting the project agreement, it should show the length of the bridges by types.

If required by our Washington Office, we assume you will agree to designating this an experimental project in accordance with your previous communications.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
MAY 18 1945
OREGON
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

Copy sent to Project + Dickson

SN-U-A-FAP 176(9) North Unit, Steiwer 1945
Hill-Albany Sec.,
#2739 Pacific Hwy. East

RECEIVED
[illegible]
FOR FILING

FAP-176(9)

2739

File

May 13, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 3 to establish the price of cement on the North Unit Steiner Hill-Albany Section of the Pacific East Highway in Marion County, Contract No. 2739, in connection with Federal Aid Project [illegible]-FAP 176 (9).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Encl.
HBP:md

RECEIVED
MAR 24 19
FOR FILING

116 (9)

2739

March 24, 1949

United States Fidelity & Guaranty Co.
W. Talbot Sinclair, Manager
1112 Cascade Bldg.
Portland 4, Oregon

Gentlemen:

You are advised that State Highway Contract No. 2739 for work on the North Unit, Steiwer Hill-Albany Section of Pacific Highway East, in Marion County, has been completed by the contractor, Warren Northwest, Inc., and that revised final payment in the amount of $10,803.86 will be made on or after April 4, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $331,719.42, and that no force account work was performed on the project. As advised previously this contract was completed on October 1, 1947 and accepted by the Highway Commission on March 12, 1948.

We are sending you this notice because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United States Fidelity & Guaranty Co.
Baltimore 3
Maryland

NOTED ON CARD

3-24-49 gl

FAP-176(9)

2739.

# CROSS REFERENCE SHEET

**Name or Subject** Warren NorthWest
Post Office Box 5072
Portland, Oregon

**File No.**

**Regarding** Correspondence regarding North Unit, Steiwer Hill-Albany Section of Pacific Highway East.
Filed under date February 14, 1949

**Date** 2/14/49

# SEE

**Name or Subject** FAP-176 (9)---Federal Aid
Contract # 2738

**File No.**

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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|---|---|---|---|---|---|---|
| Pavement | 55,152.6 | Sq. Yd. | 2.02 | 2.00 | 111,549.27 | 110,305.20 |

176 (1)
2739

RECEIVED
JAN 10 1949
FOR FILING

R.H Baldock

November 26th, 1948

FINAL COST ANALYSIS
Grading & Paving

Contract #2739
Steiwer Hill-Albany, North Unit

Prefix 24-1109
Pacific Highway East

Warren Northwest, Contractor
H. S. Swart, J. F. McGee & A. V. Benedict

State Highway Engineer
NOTED

| Item | Quantity | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| #Clearing & Grubbing | All | | | | $4,688.36 | $10,000.00 |
| *Structural Excavation | 1,040.8 | Cu. Yd. | $1.39 | $3.00 | 1,444.43 | 3,122.40 |
| #Trench | 2,611.3 | " " | 0.62 | 2.00 | 1,619.01 | 5,222.60 |
| #Gen'l. Excav., Unclass. | 154,946.3 | " " | 0.18 | 0.225 | 27,717.46 | 34,862.92 |
| #Gravel Emb. in Place | 141,298.8 | " " | 0.28 | 0.36 | 39,563.66 | 50,867.57 |
| #Short Overhaul | 566,785 | Yd. Sta. | 0.015 | 0.02 | 8,501.78 | 11,335.70 |
| #Long " | 12,588 | C-Yd. Sta. | 0.30 | 0.30 | 3,776.40 | 3,776.40 |
| #Rounding Cutbanks | 5,878 | Lin. Ft. | 0.06 | 0.15 | 352.68 | 881.70 |
| #Finishing R/B & Slopes | 4,577 | Mile | 249.16 ~~294.16~~ | 250.00 | 1,140.40 | 1,144.25 |
| Ø3" Concrete Drain Tile | 415 | Lin. Ft. | 0.62 | 0.35 | 256.60 | 145.25 |
| *12" Concrete Pipe | 93 | " " | 1.07 | 1.25 | 99.51 | 116.25 |
| *18" " " | 837 | " " | 2.19 | 2.50 | 1,836.44 | 2,092.50 |
| *24" " " | 195 | " " | 3.61 | 3.25 | 704.10 | 633.75 |
| *36" Conc. Pipe, Extra Str. | 312 | " " | 5.83 | 8.10 | 1,818.39 | 2,527.20 |
| *48" Concrete Pipe | 160 | " " | 9.35 | 12.00 | 1,497.00 | 1,920.00 |
| *Class "A" Concrete | 212.15 | Cu. Yd. | 35.96 | 40.00 | 7,628.10 | 8,486.00 |
| *Metal Reinforcement | 28,336 | Lb. | 0.063 | 0.065 | 1,777.61 | 1,843.79 |
| #Rock Slope Protection | 7,178.3 | Cu. Yd. | 2.06 | 3.65 | 14,771.43 | 26,200.80 |
| Ø3" - 0" Mat'l. in Base | 27,704 | " " | 1.11 | 1.20 | 30,846.22 | 33,244.80 |
| Ø3/4" - 0" Mat'l. in ~~Base and~~ Shldrs. | 6,060 | " " | 2.03 | 1.55 | 11,292.05 | 9,393.00 |
| Ø½" - 0" in Cushion Course | 1,403 | " " | 3.32 | 1.80 | 4,666.37 | 2,525.40 |
| #ØSprinkling | 2,733.5 | M-Gal. | 1.24 | 1.75 | 3,228.19 | 4,783.63 |
| ØPortland Cement Concrete Pavement | 55,152.6 | Sq. Yd. | 2.02 | 2.00 | 111,549.27 | 110,305.20 |

| Item | Quantity | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| ØExp. Joints in Pavement | 314 | Lin. Ft. | $0.42 | $0.15 | $132.24 | $ 47.10 |
| ØContraction Joints | 32,942 | " " | 0.04 ~~0.004~~ | 0.02 | 1,293.80 | 658.84 |
| ØTie Bars & Reinf. | 43,617 | Lb. | 0.07 | 0.06 | 3,166.04 | 2,617.02 |
| *PA #1, Haul & Lay 18" Salvaged Concrete Pipe | 90 | Lin. Ft. | 0.81 | 0.90 | 73.52 | 99.00 |
| ØPA #2, Filler Mat'l. in Place | 1,630 | Cu. Yd. | 0.71 | 0.75 | 1,158.06 | 1,222.50 |
| ØPA #3, Cement Adjustment in Favor of State | 717.5 | Bbl. |  | 2.81 |  | - 2,016.18 |
| Ø#Lump Sum Reduction |  |  |  |  |  | - 2,500.00 |
|  |  |  |  |  | $286,599.12 | $325,559.39 |

|  | R. A. Heintz Construction | Walder | Warren Northwest | Total |
|---|---|---|---|---|
| Gross Revenue | $146,150.44 | $20,840.89 | $161,068.06 | $328,059.39 |
| Total Cost | 103,442.21 | 16,879.10 | 166,277.81 | 286,599.12 |
| Lump Sum Reduction | - 1,250.00 |  | - 1,250.00 | - 2,500.00 |
| Net Profit or Loss | $41,458.23 | $3,961.79 | - $6,459.75 | $38,960.27 |
| % of Profit or Loss | 28.4% | 19.1% | - 4.0% | 11.88% |

* Work done by Henry Walder

# Work done by R. A. Heintz

Ø Work done by Warren Northwest

## Steiwer Hill-Albany, North Unit
## R. A. Heintz, Grading Subcontractor

### Detail of Cost

| | | |
|---|---|---|
| **Labor:** | | |
| Supervision | $3,410.00 | |
| Labor | 32,348.26 | |
| State Industrial Accident Insurance | 1,072.75 | |
| Social Security | 357.58 58 | |
| Unemployment Insurance | 1,072.75 | |
| | | $38,261.34 |
| **Equipment Rental & Miscellaneous Expense:** | | |
| Equipment Rental (Owned) | $25,055.00 | |
| Equipment Rental (Hired, Not Including Operators) | 13,685.14 | |
| Hired Trucks (Not Including Drivers) | 5,268.68 | |
| Gas, Oil & Grease | 5,826.40 | |
| Move In, Freight & Cartage | 3,201.57 | |
| Small Tools & Misc. Supplies | 1,260.11 | |
| Wire Rope | 2,094.61 | |
| Explosives | 1,019.73 | |
| Public Liability Insurance | 219.30 | |
| Bond | 1,236.30 | |
| Field Office Expense | 1,378.82 | |
| Home Office & General Overhead | 4,935.21 | |
| | | 65,180.87 |
| Total Cost. . . . . . . . . . . . . . . . . . . . . . . . . | | $103,442.21 |

Steiwer Hill-Albany, North Unit
Henry Walder, Culvert Subcontractor

## Detail of Cost

Labor:

| | | |
|---|---|---|
| Supervision (Walder & Kenworthy) | $1,416.00 | |
| Labor | 4,875.39 | |
| State Industrial Accident Insurance | 439.20 | |
| Unemployment Insurance | 127.03 | |
| Social Security | 62.31 | |
| | | $6,919.93 |

Materials:

| | | | | | | |
|---|---|---|---|---|---|---|
| 12" Concrete Culv. Pipe | 93 | lin. ft. | at $0.77 | $71.61 | |
| 18" " " " | 837 | " | " 1.56 | 1,305.72 | |
| 24" " " " | 195 | " | " 2.16 | 421.20 | |
| 36" X-Str. Concrete Culv. Pipe | 312 | " | " 4.45 | 1,388.40 | |
| 48" Concrete Culv. Pipe | 160 | " | " 6.35 | 1,016.00 | |
| Transit Mix Concrete | 212.15 | cu. yd. | " 11.21 | 2,378.20 | |
| Reinforcing Steel | 28,336 | lb. | " 0.04 | 1,133.44 | |
| Portland Cement | 25 | sacks | " 0.95 | 23.75 | |
| | | | | | 7,738.32 |

Equipment Rental & Miscellaneous Expense:

| | | |
|---|---|---|
| Equipment Rental | $905.00 | |
| Gas, Oil & Grease | 77.40 | |
| Form Lumber | 476.90 | |
| Misc. Supplies & Small Tools | 203.62 | |
| Office Expense & General Overhead | 400.88 | |
| Bond & Insurance | 157.05 | |
| | | 2,220.85 |

Total Cost . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . $16,879.10

Steiwer Hill-Albany, North Unit
Warren Northwest, Contractor

## Detail of Cost

| | | | | | | |
|---|---|---|---|---|---|---|
| **Labor:** | | | | | | |
| Supervision (Superintendent & Timekeepers) | | | | | $4,778.99 | |
| Supervision (Foremen) | | | | | 4,239.23 | |
| Labor | | | | | 46,864.53 | |
| State Industrial Accident Insurance | | | | | 1,239.84 | |
| Unemployment Insurance | | | | | 1,653.12 | |
| Social Security | | | | | 551.04 | |
| | | | | | | $59,326.75 |
| **Materials:** | | | | | | |
| 3" Conc. Drain Pipe | 415 | feet | at | $0.215 | $89.23 | |
| Cement (F.O.B. Jefferson) | 17,553 | bbl. | " | 2.52 | 44,233.56 | |
| Curing Compound | 1,437 | gal. | " | 0.834 | 1,198.45 | |
| Exp. Joint Filler | 314 | feet | " | 0.133 | 41.76 | |
| Cont. Joint Filler | 32,942 | feet. | " | 0.015 | 494.13 | |
| Sealing Compound | 121 | lb. | " | 0.257 | 31.10 | |
| Reinforcing Steel | 43,617 | lb. | " | 0.041 | 1,788.29 | |
| | | | | | | 47,876.52 |
| **Equipment Rental & Misc. Expense:** | | | | | | |
| Equipment Rental (Owned) | | | | | $28,898.67 | |
| Equipment Rental (Hired) | | | | | 12,571.97 | |
| Gas, Oil & Grease | | | | | 4,095.05 | |
| Move In, Freight & Cartage | | | | | 2,920.28 | |
| Lumber | | | | | 1,167.40 | |
| Bond | | | | | 1,878.88 | |
| P. L. & P. D. Insurance | | | | | 500.75 | |
| Demurrage | | | | | 126.71 | |
| Small Tools & Misc. Supplies | | | | | 460.90 | |
| Travel Expense & Expense Accounts | | | | | 429.78 | |
| Field Office & Site Rental | | | | | 1,343.00 | |
| Home Office & General Overhead | | | | | 4,681.15 | |
| | | | | | | 59,074.54 |
| Total Cost . . . . . . . . . . . . . . . . . . . . . . . . . | | | | | | $166,277.81 |

## Portland Cement Concrete Pavement
## Steiwer Hill-Albany Section, North Unit

### Breakdown of Costs

| Operation | Quantity | Unit | Cost | Unit Cost |
|---|---|---|---|---|
| Move In, Set Up and Move Equipment | 55,152.6 | Sq. Yd. | $3,114.66 | $0.06 |
| Fine Grade | " | " " | 2,402.13 | 0.04 |
| Forms | " | " " | 9,059.53 | 0.16 |
| Batch | " | " " | 6,897.61 | 0.12 |
| Haul Batch to Mixer | " | " " | 7,914.88 | 0.14 |
| Mix and Place | " | " " | 12,337.83 | 0.23 |
| Cure | " | " " | 2,328.14 | 0.04 |
| Cement (Cost at Batch Plant) | " | " " | 49,438.37 | 0.90 |
| Aggregate | " | " " | 14,622.92 | 0.27 |
| Proratable Expense | " | " " | 3,433.20 | 0.06 |
|  | 55,152.6 | Sq. Yd. | $111,549.27 | $2.02 |

Move in, set up and move equipment costs are prorated between North Unit and South Unit sections.

Fine grade cost is a normal cost for preparation of base ahead of forms.

Forms used were Blaw Knox steel forms held in place with steel pins. Form costs were high because an inexperienced form crew had trouble getting the forms to line and grade.

Batching was done with a four-bin aggregate bunker and cement bunker. The aggregate bunker was charged with a one-yard clam shell and dozer. This was a very efficient operation.

Batch haul was done mostly with hired trucks, hauling either two or three batches. Average haul from batcher to mixer was 2.0 miles.

Mixing was done with a Koehring 34E dual-drum mixer. Placing and finishing were done with a Blaw Knox spreader, Blaw Knox strike-off screed and a Johnson float, leaving a small amount of hand finishing and brooming to be done by hand labor.

Curing was done by liquid membrane method. One man with a small spray and compressor applied the curing compound.

Cement was shipped from the Gold Hill cement plant to the siding at Jefferson and hauled to the batching plant in bulk cement tank trucks.

Aggregate was produced by the contractor's own plant from a gravel bar on the Santiam River west of the new Santiam River bridge.

Average production based on elapsed time was 328 sq. yds. or 246 lineal feet of 12-foot pavement per hour.

Total elapsed time was 168 hours of working time with 129 hours of operating time for a loss of 17% of working time because of mechanical breakdowns, cement delivery and moving time.

## Surfacing and Paving - Warren Northwest

Warren Northwest, Inc. moved a crushing and screening plant to the Santiam River bar west of Station 708. From this setup about 15,700 cu. yds. of concrete aggregate was produced and stockpiled on the east side of the new highway. Also produced was the 3" - 0" and a portion of the 3/4" - 0", and this material was stockpiled near the plant. Material was hauled to the crusher with cat and scraper and fed to the crusher with cat and dozer. This was an excellent gravel pit and good production was made on this setup, but high water forced the contractor to move out before he had enough 3/4" - 0" produced for this unit. The crushing plant was moved to the gravel pit on the adjacent south unit and work was shut down for the winter.

In April, 1947, a concrete aggregate batching plant was set up east of Station 708 where concrete aggregate had been stockpiled previously. The batching plant consisted of a four-bin aggregate bunker, cement hopper, cement elevator and cement bin, dial aggregate scale, electric automatic cement scale and a Minneapolis-Moline power unit with a 37.5 K.V.A. generator to power the cement screw and cement elevator. The batching plant was charged with a 1-yard crane equipped with a clam shell bucket and a D-7 dozer which dozed the aggregate to within reach of the crane. This plant was also used to batch the material for the adjacent south unit.

Bulk cement was shipped from Gold Hill to the Jefferson siding in box cars and hauled from here to the batching plant in two hired tank trucks. A five-yard truck equipped with a pontoon tank was used to supplement the hired cement trucks part of the time. The cement haul was approximately three miles from Jefferson to the batch plant.

Concrete paving forms were Blaw Knox 8-inch steel forms held in place by steel pins. The contractor had 13,000 feet of these forms, half of which had a steel flange welded to the face of this form, the keyway in the longitudinal joint. Holes were burned in the forms to accommodate the tie bars. The forms were set in place by a 25-man form crew. Steel pins holding the forms were driven into place with an air hammer actuated by a 105 c.f. Schramm compressor. Forms filled with concrete one day were stripped, cleaned, moved ahead and reset on the following day. The forms were sprayed with a light coat of oil before concrete was placed in them. The form cost was high because of coarse material under the form line and inexperienced men on the form crew having difficulty in getting the forms to line and grade.

The 1/2" - 0" cushion material was spread between the forms and bladed to grade with a light motor grader equipped with metal shoes on each end of the blade which rode on top of the forms. A ten-ton roller compacted this material behind the blade. This crew was crowded between the mixer and the form crew and could only work a short stretch at one time. Consequently, production was low and street costs on this material were very high.

The paver was a 34-E Koehring dual-drum mixer. A 1,000-gal. water tank was mounted on top of the mixer and water was hauled to the mixer with a 1,200-gal. water tank. The paver was followed by a Blaw Knox concrete spreader that spread and vibrated the mass. The tie bars were placed as this machine had spread the mass. Following the spreader was a Blaw Knox strike-off machine with two horizontal screeds which removed the excess. Two men placed contraction joint premold filler after this machine had passed over the slab. The last machine in the lineup was a Johnson float finisher which made several passes over the slab leaving only a small amount of finishing to be done by hand labor. Tooling of edges, brooming and application of the curing compound completed the paving operation.

Inexperienced and inefficient labor, delays caused by late cement deliveries and mechanical breakdowns combined to make the concrete paving show a loss.

As paving was completed the shoulder rock was placed and finished. This job was completed and opened to traffic on October 1st, 1947.

This contract was bid in 1945 and the bulk of this contractor's work was not done until 1947. The contractor suffered the expense of a long carry-over job and also all increases in costs which were on a steep upward trend in this two-year period.

E. H. Clymer
Cost Analyst

By . . V. R. Jones
C. G. Swenson

RECEIVED
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FOR FILING
176 (9)
2739

October 22, 1948

U. S. Fidelity & Guaranty Co.
W. Talbot Sinclair, Manager
1112 Cascade Bldg.
Portland 4, Oregon

Gentlemen:

This to advise you that State Highway Contract No. 2739 for work on the North Unit, Steiner Hill-Albany Section of Pacific Highway East, in Marion County, has been completed by the contractor, Warren Northwest, Inc., and that final payment in the amount of $4,643.83 will be made on or after November 2, 1948.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $385,559.39, and that no force account work was performed therein. This contract was completed October 1, 1947 and accepted by the Commission on March 12, 1948.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United States Fidelity & Guaranty Co.
Baltimore 3
Maryland

NOTED ON CARD
10-22-48 [illegible]

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AUG 26 1948
FOR FILING

SN-11-A-F15
176(9)

#3739

#691w

Salem, Oregon
August 25, 1948

Mr. F. D. Eason

Please refer to your letter of August 20 addressed to H. G. Smith asking for further verification of an agreement whereby a stock pass and some connecting roads are to be built as a right of way consideration for A. H. Thompson of Jefferson.

The right of way agreement does not specify the station of either the stock pass or the connecting roads, but the stock pass has been constructed during construction of the highway and I understand it is at approximate Station 541+50 on the Steiwer Hill-Santiam River Section.

As to the connecting roads the agreement stated that a 12-foot road would be constructed on either side of the highway from the Thompson's "field road" to a connection with the underpass. From this information it would not seem difficult for you to determine the location of the "field road" referred to and thus be able to secure an estimate so that an order may be submitted as the two roads as well as the underpass are to be surfaced with gravel or rock.

W. C. Williams

WCW/ds
cc - H. G. Smith

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1948

SUBJECT:

To:
Mr. W. C. Williams
Asst. State Highway Engineer
Office

Dear Sir:

Reference is made to Record of Assignment No. 691, WCW, pertaining to a right of way agreement with some people by the name of Thompson on the Steiwer Hill-Albany Project near Jefferson.

I am attaching hereto copies of letters from Mr. Eason pertaining to this matter and would request that the Right of Way Department agent provide Mr. Eason with the necessary information so that he can arrange to perform the work in the immediate future.

NOTED
W. C. WILLIAMS

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:ER

Enc.

Pass at approx Sta 541+50
Steiwer Hill - Santiam River Sec

FORM E-90 10M 6-40 29439

24-5

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 20, 1948

SUBJECT:

To:

Mr. H. G. Smith,
Construction Engineer.

Dear Sir:

In answer to your letter of August 17, I attach hereto a copy of my letter to Mr. Devers of January 12, in which I requested that there be some clarification of the agreement with Mr. Thompson so that an estimate can be made of the work to be done and an order submitted to cover the cost.

I believe Mr. Benson made the agreement with Mr. Thompson and if the details can be agreed upon as to what is to be done, I will submit an order, chargeable, I presume, to the right of way agreement, since the contract has been completed, and arrange to get the work performed before wet weather.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM

RECEIVED
AUG 23 1948
OFFICE OF
CONSTRUCTION ENGINEER

**ASSIGNMENT** No. 691
WCW

DESCRIPTION: Letter from J.W.Devers, Dated 8/12/48 concerning right of way transaction with Thompson's near Jefferson.

DATE: August 16, 1948 ASSIGNED TO: E. G. Smith

☐ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☒ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date ____________
☐ ______________________________

REPORT RECEIVED: 8-25-48-

REMARKS:

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SION

RECEIVED
16 1948
OFFICE OF
NSTRUCTION ENGINEER

Quite some time ago we had a right of way transaction with some people by the name of Thompson near Jefferson. It appears that a part of our obligations have not yet been taken care of. The contract between the State and the Thompsons contains this provision:

> "Construct an underpass 13' x 16' at or near highway engineer's station ____________; construct two gravel-surfaced farm roads on grantors' land parallel to highway right of way, one on one side and the other on the other side of the highway, both to be 12 feet in width and extend from highway engineer's station __________ to said underpass, and gravel or rock the floor of the underpass and the entranceways of sufficient area to permit convenient turning."

On January ninth, 1948, I called this matter to the attention of Mr. Eason and then on January twelfth I received from Mr. Eason a reply and on January nineteenth I passed on that information to Mr. Thompson in a letter in which I advised him that Mr. Eason " is perfectly willing to carry out our obligations with respect to gravelling the underpass but it is his recommendation that we postpone the work until weather conditions are better."

Mr. Thompson was in the office yesterday complaining that the work has not yet been done and he is fearful that if nothing is done before the rainy season starts again it will be postponed another season.

Will you please check into this matter.

Yours very truly,

JM Devers

J. M. DEVERS

JMD:PW

FORM E-90 25M 12-47

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1948

RECEIVED
[illegible] 1[illegible] 1948
OFFICE OF
CONSTRUCTION ENGINEER

SUBJECT: R 11074

To: Mr. W. C. Williams,
Office.

Dear Mr. Williams:

Quite some time ago we had a right of way transaction with some people by the name of Thompson near Jefferson. It appears that a part of our obligations have not yet been taken care of. The contract between the State and the Thompsons contains this provision:

> "Construct an underpass 13' x 16' at or near highway engineer's station ______________; construct two gravel-surfaced farm roads on grantors' land parallel to highway right of way, one on one side and the other on the other side of the highway, both to be 12 feet in width and extend from highway engineer's station ____________ to said underpass, and gravel or rock the floor of the underpass and the entranceways of sufficient area to permit convenient turning."

On January ninth, 1948, I called this matter to the attention of Mr. Eason and then on January twelfth I received from Mr. Eason a reply and on January nineteenth I passed on that information to Mr. Thompson in a letter in which I advised him that Mr. Eason " is perfectly willing to carry out our obligations with respect to gravelling the underpass but it is his recommendation that we postpone the work until weather conditions are better."

Mr. Thompson was in the office yesterday complaining that the work has not yet been done and he is fearful that if nothing is done before the rainy season starts again it will be postponed another season.

Will you please check into this matter.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW

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**OREGON STATE HIGHWAY COMMISSION**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1948

SUBJECT:

To: Mr. J. M. Devers,
Chief Counsel.

Dear Sir:

I have your letter of January 9th concerning a right of way agreement with A. H. Thompson for work to be done on a private road outside of the right of way. We did not receive a copy of this option until recently, after all work had been completed under the contract.

It will be rather difficult to do the work called for under this agreement at this time, except at considerable expense. I suggest that the work be delayed until a reasonably dry weather condition obtains sometime in the spring.

The agreement will have to be clarified somewhat to make a proper estimate of the proposed work. You will note that the agreement states: "Construct two gravel-surfaced farm roads on grantors' land parallel to highway right of way, one on one side and the other on the other side of the highway, both to be 12 feet in width and extend from highway engineer's station______________." We will have to know definitely what Highway Station______________ is and how much gravel must be placed on the roadway.

Perhaps the right of way man who made the agreement can go over the ground with our Resident Engineer McGee or myself and determine the actual limits of these roads and how much gravel to place in order to comply with the agreement and the understanding of the property owner.

Yours very truly,

F. D. EASON,
Division Engineer

RECEIVED
MAR 31 1948
FOR FILING

176 (9)

March 30, 1948

Warren Northwest, Inc.
P. O. Box 5072
Portland 13
Oregon

Gentlemen:

The State Highway Commission, at its meeting on March 12, 1948, had under discussion your request for an extension of time of one day, from September 30 to October 1, 1947, within which to complete your contract No. 2739 for grading and paving on the North Unit, Steiwer Hill-Albany Section of the Pacific Highway East in Marion County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Eason,
Division Engineer

H. G. Smith

NOTED ON CARD

3-3[illegible]

Form E-1—5M—4-47

176 (9)

## OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 20, 1948

Section Stiewer Hill-Albany (North Unit)

Kind of work Grading and Paving (Semi-Final)

Highway Pacific West

Section prefix 24-1109

Contractor Warren Northwest Inc.

Contract number 2739

Date of contract May 29 June 11, 1945

Date of completion Sept. 30, 1947

Date work started June 11, 19

Estimated date of completion Sept. 30, 1947

Amount of contract $ 320,400.20

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price 100 %

Date project was completed Oct. 1, 1947

Engineering cost to date, $ 26,102.12, %

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

O'Neil on semi-final three (3) days.

Murphy, Shaw, Mohney, & Lacey Two (2) days

Mr Eason in office this week; requested Posts be set on State Property line and line fence be tied in aronnd sta., 705+00. Also tracing be made of same.

Supporting data for Semi-final #13 Estimate submitted to F. D. Eason Friday P.M.

McGee on sickleave.

Murphy & Lacey two (2) days on R/W discriptions for B. O. Johnson.

NOTED
E. A. PEASE

NOTED
E. G. SMITH

RECEIVED
MAR 22 1943
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

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[illegible] 1948
OFFICE OF
[illegible] ENGINEER

NOTED
H. W. LIBBY

RAY WEBBER
NOTED

NOTED
E. M. BOOTH

Signed J. F. McGee

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| **Miles in project** | | | | | |
| **Miles partially completed** | | | | | |
| **Miles completed** | | | | | |
| **Total estimated quantities** | | | | | |
| **Estimated quantities moved or placed to date** | | | | | |
| **Average daily quantities** | | | | | |
| **Average daily quantities necessary to complete project on time** | | | | | |
| **Number shifts per day** | | | | | |
| **Hours per shift** | | | | | |
| **Average force on project for week** | | | | | |

Percentages of men employed on contract to be secured from:

........................ County, ......%; ........................ County, ......%; ........................ County, ......%; ........................ County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| **Men** | | | | | | | |
| **Men and teams** | | | | | | | |
| **Men and trucks under 3 tons** | | | | | | | |
| **Men and trucks over 3 tons** | | | | | | | |
| **Men and tractors** | | | | | | | |
| | | | | | | | |

**Equipment used during week:** Shovels ............, Power graders ............, Rollers ............, Mixers ............, Crushing or screening plants ............

Compressors ............, Bulldozers ............, Sheep-foot rollers ............, . . . . . ............, . . . . . ............, . . . . . ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| **Sunday** | | | |
| **Monday** | | | |
| **Tuesday** | | | |
| **Wednesday** | | | |
| **Thursday** | | | |
| **Friday** | | | |
| **Saturday** | | | |

STATE PRINTING DEPT.

176 (9)

RECEIVED
MAR 10 1948
FOR FILING

March 9, 1948

Mr. Cleave Hampton
Jefferson
Oregon

Dear Mr. Hampton:

You inquire in your letter of March 5, 1948, whether or not the bond against which you filed a claim for damage done by R. A. Heints-Construction has been released from its obligation.

The contract to which you refer is State Highway Contract No. 2739, awarded to Warren Northwest, Inc. for grading and paving the North Unit of the Steiwer Hill-Albany Section of the Pacific Highway East. The records disclose that this job was completed by the contractor on October 1, 1947; however, it has not been formally accepted by the State Highway Commission, in view of which the bonding company has not been released of its obligation.

According to the statutes which cover the filing of claims against highway contractors, the bond is automatically released after the expiration of a period of six months from date of completion of the contract and acceptance of it by the State Highway Commission. It is not released, however, if the claim has been filed with the Secretary of State prior to the six-month period referred to. I believe that you have filed your claim with the Secretary of State, so the bond can still be held responsible and liable more than six months after the job has been accepted by the Highway Commission.

You also inquire what has been done about your claim. Insofar as the State Highway Department is concerned, nothing further has been done. The Commission considers that it has fulfilled its duty when it required the contractor to furnish a bond for the protection of claims. The Commission has no way of checking into the individual claims that are filed against highway contractors and considers it the responsibility of the claimant to secure satisfaction. If that cannot be done by ordinary means, then the way is still open in the courts.

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I enclose for your further information excerpts from the statutes concerning the filing of claims and the procedure to be followed in the matter of collecting them.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBC:ec
Enc.

176 (9)

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MAR 10
FOR FILING

3-5-48

Mr. Glaisyer
This for damages in amount of $200 referred to Devers. Claim filed with Secty of State 10-17-46.
Warren NW, main contractor, work Completed on cont 2739. 10-1-47.
Final not yet paid.

Oregon
48.

ssion

rd to
a claim (no 3086) filed by Cleone Hampton, for damage done by R. A. Heintz Construction Co.

We would like to know if the bonding Co. has been released, and also what has been done about the claim

Yours truly,
Cleone Hampton
Jefferson, Oregon

ANSWERED
H. B. GLAISYER

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FEB 18 1948
FOR FILING

176 (9)

Salem, Oregon
February 17, 1948

Mr. R. H. Baldock

I hand you herewith four claims submitted by the Warren Northwest Company on the Steiwer Hill-Albany contracts Nos. 2738 and 2739. The claims total $26,668.57.

Attached is a report of H. G. Smith setting forth his recommendations on all four claims.

I believe that Mr. Smith has analyzed this matter quite well and I can see no basis for recommending payment of the claims unless there would be a legal interpretation that claims Nos. 3 and 4 might have some validity. Even this I question, as our contracts definitely specify that non-completion of the structural work within the specified time limit (structural work performed under a different contract) does not entitle the contractor to extra compensation of any kind.

If You will furnish me your comments on this matter, I will hand the claim to Mr. Devers so that he may analyze claims 3 and 4 to determine if the State has any obligation to compensate the contractor for failure of the structural contractor to complete his work within the specified time.

W. C. Williams

WCW/ds
Encl.

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FEB 10 1948
FOR FILING

176 (9)

February 6, 1948

Request for Extension of Time
No. 1
March 22 and 23 meeting.

Oregon State Highway Commission

Gentlemen:

I attach hereto a copy of a request of Warren Northwest Co., Inc. for an extension of time from September 30, 1947 to October 1, 1947, on contract No. 2739, North Unit, Albany-Steiwer Hill Section, Pacific Highway East.

It is recommended that this extension be granted as the overrun is only for one day and was caused by delay in cement shipment.

This extension is concurred in by T. H. Davis, District Engineer, Public Roads Administration.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

Encl.

WCW/ds

cc - W. C. Williams
H. G. Smith

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JAN 29 1948
FOR FILING

176(9)

January 28th, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 2739, North Unit, Steiwer Hill-Albany Section of the Pacific Highway East, SN-U-A-F.A.P. 176(9), from September 30th, 1947, to October 1st, 1947, to Warren Northwest Company, Inc., contractors.

The project was completed on September 30th, but the contractors were asked to maintain their forces on the project through October 1st, which was the date the highway was opened to travel. I recommend the extension of time of one day without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

W. C. Williams
Assistant State Highway Engineer

cc to: H. G. Smith

RECEIVED
NOV 17 1947
FOR FILING

176(9)

#2137

November 17, 1947

Warren Northwest, Inc.
Post Office Box 5072
Portland, Oregon

Gentlemen:

Reference is made to the claim of E. A. Heinz, subcontractor on the Steiner Hill-Albany Section, Contract No. 2739, for pavement removal at $1.00 per square yard instead of "General Excavation" as called for in the specifications.

Our records do not indicate that any pavement patching was done in 1945 or 1946 at this location and, even had there been the usual annual amount, I am of the opinion that the paragraph "Excavation in Bituminous Surfacing" correctly describes the material. Therefore, the request for a special price would be inconsistent with the terms of the contract and not allowable.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc: H. G. Smith

bb

FORM E-30 25M 3-47

**OREGON STATE HIGHWAY COMMISSION**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 7, 1947

SUBJECT: North Unit, Steiwer Hill-Albany

To: Mr. H. G. Smith,
Construction Engineer.

Dear Sir:

Herewith a copy of a letter handed me by Mr. Wininger of the Warren-Northwest Company concerning a claim of their subcontractor for an adjustment on the excavation, which work was performed by the Warren-Northwest organization, at the north connection of the contract to the existing highway.

The previous contract by Montag was graded in '41 and paved in 1942. The oil connection covering a portion of the new pavement and tying onto the old pavement to the south was performed in the fall of '42 and some paving-patching was done on this connection because of failures during the summers of '43 and '44. I do not believe any patching was done in '45 or '46 but will try and get that information.

The specification covering this excavation at the north connection is set forth on page 4 of the special provisions of the contract under "Excavation in Bituminous Surfacings". Certainly the major portion of this excavation that was required was in evidence and plain to be seen at the time the Warren-Northwest contract was awarded on May 29, 1945.

The Warren-Northwest crew worked two or three days on this connection with a blade, a bulldozer, a shovel and two trucks. The total quantities involved are 500 yards. It would be impossible to separate any quantity of paving as distinct from bituminous surfacings in this excavation and this specification covering the excavation does state that a small quantity of asphaltic pavement is involved.

If any adjustment was to be made, I think it should be under a price agreement providing a new price for this particular excavation.

Yours very truly,

F D Eason

F. D. EASON,
Division Engineer.

[illegible] 1947

FDE:AM

REC'D NOV 5 1947

**R. A. HEINTZ** . . . CONSTRUCTION

PHONE: TRINITY 1172
8101 N. E. UNION AVENUE
PORTLAND 11, OREGON

November 1, 1947

RECEIVED
DIVISION ENGINEER

Warren-Northwest, Inc.,
P.O. Box 5072,
Portland, Oregon

Gentlemen:

In regard to work done by this company under sub-contract with you on the North Unit, Steiwer-Hill Albany Section of the Pacific Highway, State Highway Contract No. 2739, we feel that there should be an adjustment of price for our work in the removal of the old pavement at the junction of the old highway and the new project.

The specifications, on page 4, refer to these materials as bituminous treated surfacing and a SMALL quantity of existing asphaltic concrete pavement. However, when this work was done, it was found that the greater portion of this area was plant mix asphaltic concrete pavement and was, therefore, not as represented in the special provisions.

This change, we believe, is partly due to the fact that considerable patching with plant mix materials was done between the time that the contract was let in 1945 and the actual work done in 1947.

We feel, therefore, that some adjustment should be made on this work at the same price of $1.00 per square yard for pavement removal as was our price on the South Unit.

Yours very truly,

R. A. Heintz

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OCT 23 1947
FOR FILING

176(9)

A2739

October 21, 1947

United States Fidelity & Guaranty Co.
W. Talbot Sinclair, Agent
1112 Bedell Bldg.
Portland 4, Oregon

Dear Sir:

You are advised it is the intention of the State Highway Commission to release to Warren Northwest, Inc. a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 2739 for work on the North Unit, Steiwer Hill-Albany Section of the Pacific Highway East, in Marion County. This payment, which is in the amount of $15,624.83, reduces the amount of the retained percentage to 5% of the total amount earned by the contractor, or the sum of $9,925.22. The present payment to the contractor will be made on or after October 31, 1947.

There is a claim filed against this project by Cleve Hampton of which you have been previously notified, in the amount of $200.00.

This notice is given you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
10-21-47 gl

Form 2-1-326-4-47

176 (9)

2739

## OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
### FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 11, 1947

Section Stiewer Hill - Albany (North Unit )

Kind of work Paving and Grading

Highway Pacific East

Section prefix 24 - 1109

Contractor Warren Northwest Inc.

Contract number 2739

Date of contract May 29, 1945

Date of completion Sept. 30, 1946

Date work started June 11, 1945

Estimated date of completion Sept. 30, 1947

Amount of contract $ 320,400.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $29,895.28

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $24,860.90, 7.76 %

Date project was completed Oct.1, 1947

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Office worked one day this week getting out monthly Estimate for this project.

NOTED
H. G. SMITH

NOTED
E. A. [illegible]

RECEIVED
OCT 1 1 1947
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

OCT 1 5 1947

Signed J. F. McGee

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |

Average force on project for week ..........

Percentages of men employed on contract to be secured from: .......... County, ......%; .......... County, ......%.

.......... County, ......%; .......... County, ......%;

| | NUMBER USED AND SECURED FROM | | | | OTHER SOURCES | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers .........., Sheep-foot rollers .........., . . . . . . .........., . . . . . . .........., . . . . . .

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Cloudy | | |
| Monday | Clear | | |
| Tuesday | Showers | | |
| Wednesday | " | | |
| Thursday | Rain | | |
| Friday | " | | |
| Saturday | Cloudy | | |

STATE PRINTING DEPT.

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SN-U-A-FAP
176(9)

October 1, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for modified agreement for the Steiner Hill-Albany Section, Project No. SN-U-A-FAP 176 (9), in which estimate the federal funds set up has been increased to take up the unobligated balance of 1943 Federal Aid Funds.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

JWM:EM

Encl.

Oregon State Highway Department

Strategic Network Project
No. SN-U-A-FAP 176 (9)

## STEIWER HILL-ALBANY SECTION OF THE PACIFIC HIGHWAY EAST IN MARION AND LINN COUNTIES

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, September 22, 1947

**North Unit, Steiwer Hill-Albany Section (Contract No. 2739)**

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 10,000.00 |
| 450 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 1,350.00 |
| 2,300 | cu. yds. | Trench Excavation, Unclassified | 2.00 | 4,600.00 |
| 160,000 | cu. yds. | General Excavation, Unclassified | 0.225 | 36,000.00 |
| 140,000 | cu. yds. | Gravel Embankment in Place | 0.36 | 50,400.00 |
| 500,000 | yd. stas. | Short Overhaul | 0.02 | 10,000.00 |
| 12,000 | M-yd. stas. | Long Overhaul | 0.30 | 3,600.00 |
| 5,500 | lin. ft. | Rounding Cutbanks | 0.15 | 825.00 |
| 3.92 | miles | Finishing Roadbed and Slopes | 250.00 | 980.00 |
| 500 | lin. ft. | 6" Concrete Drain Pipe | 0.35 | 175.00 |
| 100 | lin. ft. | 12" Concrete Pipe | 1.25 | 125.00 |
| 1,000 | lin. ft. | 18" Concrete Pipe | 2.50 | 2,500.00 |
| 70 | lin. ft. | 24" Concrete Pipe | 3.25 | 227.50 |
| 90 | lin. ft. | 30" Concrete Pipe | 8.00 | 720.00 |
| 330 | lin. ft. | 36" Extra Strength Concrete Pipe | 8.10 | 2,673.00 |
| 160 | lin. ft. | 48" Concrete Pipe | 12.00 | 1,920.00 |
| 204 | cu. yds. | Class "A" Concrete | 40.00 | 8,160.00 |
| 24,000 | lbs. | Metal Reinforcement | 0.065 | 1,560.00 |
| 8,000 | cu. yds. | Rock Slope Protection | 3.65 | 29,200.00 |
| 25,000 | cu. yds. | 3" - 0" Material in Base | 1.20 | 30,000.00 |
| 4,500 | cu. yds. | 3/4" - 0" Material in Shoulders | 1.55 | 6,975.00 |
| 1,600 | cu. yds. | 2" - 0" Material in Cushion Course | 1.80 | 2,880.00 |
| 1,500 | M-gals. | Sprinkling | 1.75 | 2,625.00 |
| 56,000 | sq. yds. | Portland Cement Concrete Pavement | 2.00 | 112,000.00 |
| 300 | lin. ft. | Expansion Joints | 0.15 | 45.00 |
| 33,000 | lin. ft. | Contraction Joints | 0.02 | 660.00 |
| 45,000 | lbs. | Tie Bars and Reinforcement | 0.06 | 2,700.00 |
| | | | | $322,900.50 |

**South Unit, Steiwer Hill-Albany Section (Contract No. 2738)**

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 12,500.00 |
| 1,500 | sq. yds. | Removal of Pavement | $ 1.00 | 1,500.00 |
| 850 | cu. yds. | Structural Excavation, Unclassified | 3.00 | 2,550.00 |
| 250 | cu. yds. | Trench Excavation, Unclassified | 2.00 | 500.00 |
| 137,000 | cu. yds. | General Excavation, Unclassified, Sta. 718+93 to 846 | 0.35 | 47,950.00 |
| 140,000 | cu. yds. | General Excavation, Unclassified, Sta. 846 to 311+20 | 0.35 | 49,000.00 |
| 54,000 | cu. yds. | Gravel Embankment in Place | 0.40 | 21,600.00 |
| 1,070,000 | yd. stas. | Short Overhaul | 0.02 | 21,400.00 |
| 44,000 | C-yd. stas. | Long Overhaul | 0.30 | 13,200.00 |
| 9,000 | lin. ft. | Rounding Cutbanks | 0.15 | 1,350.00 |
| 5.93 | miles | Finishing Roadbed and Slopes | 250.00 | 1,482.50 |
| 650 | lin. ft. | 3" Concrete Drain Pipe | 0.35 | 227.50 |
| 550 | lin. ft. | 6" Concrete Drain Pipe | 0.50 | 275.00 |
| 680 | lin. ft. | 12" Concrete Pipe | 1.25 | 850.00 |
| 1,700 | lin. ft. | 18" Concrete Pipe | 2.50 | 4,250.00 |
| 90 | lin. ft. | 24" Concrete Pipe | 3.25 | 292.50 |
| 3 | only | Concrete Inlet | 40.00 | 120.00 |
| 350 | cu. yds. | Class "A" Concrete | 40.00 | 14,000.00 |
| 49,000 | lbs. | Metal Reinforcement | 0.0625 | 3,062.50 |
| 6,100 | lin. ft. | Wood Guard Rail With Concrete Posts | 2.00 | 12,200.00 |
| 45,500 | cu. yds. | 3" - 0" Material in Base | 1.10 | 50,050.00 |
| 9,000 | cu. yds. | 3/4" - 0" Material in Shoulders | 1.48 | 13,320.00 |
| 2,400 | cu. yds. | [illegible]" - 0" Material in Cushion Course | 1.80 | 4,320.00 |
| 2,300 | M-gals. | Sprinkling | 1.75 | 4,025.00 |
| 84,000 | sq. yds. | Portland Cement Concrete Pavement | 1.92 | 161,280.00 |
| 340 | lin. ft. | Expansion Joints in Pavement | 0.15 | 51.00 |
| 50,000 | lin. ft. | Contraction Joints | 0.02 | 1,000.00 |
| 63,000 | lbs. | Tie Bars and Reinforcement | 0.06 | 3,780.00 |
| 1,650 | cu. yds. | Furnishing and Placing Aggregate | 2.75 | 4,537.50 |
| 38 | tons | Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat | 31.00 | 1,178.00 |
| 130 | tons | Furnishing and Placing RT-8 Tar | 23.25 | 3,022.50 |
| | | | | $454,824.00 |
| | | | | $777,724.50 |
| | | Lump Sum Reduction | | 5,000.00 |
| | | Subtotal | | $772,724.50 |
| | | 10% Engr. & Cont. | | 77,272.45 |
| | | Total | | $849,996.95 |

## STRUCTURES

**Santiam River Bridge, No. 2541 (Sta. 709+83.0 to 718+93.1) (Contract No. 2737)**

| | | | | |
|---|---|---|---|---|
| All Required | | Shoring, Cribbing, Etc. | | $ 57,000.00 |
| 4,000 | cu. yds. | Structural Excavation | $ 3.00 | 12,000.00 |
| 200 | cu. yds. | Structural Excavation Below Elevation Shown | 5.00 | 1,000.00 |
| 700 | cu. yds. | Seal Concrete | 15.00 | 10,500.00 |
| 2,700 | cu. yds. | Class "A" Concrete | 32.00 | 86,400.00 |
| 378,000 | lbs. | Metal Reinforcement | 0.0575 | 21,735.00 |
| 1,900,000 | lbs. | Structural Steel | 0.103 | 195,700.00 |
| 1,880 | lin. ft. | Metal Handrail | 7.00 | 13,160.00 |
| | | | | $397,495.00 |

**Composite Trestles, Bridges Nos. 6726, 6769, 6770, 6771, 6772, 6773, 6774, 6775, 6776 and 6777 (Contract No. 2737)**

| | | | | |
|---|---|---|---|---|
| 200 | cu. yds. | Structural Excavation | $ 3.00 | $ 600.00 |
| 14,300 | lin. ft. | Furnish Treated Piles | 1.20 | 17,160.00 |
| 470 | only | Drive Treated Piles | 32.00 | 15,040.00 |
| 368 | M-FBM | Treated Lumber | 149.50 | 55,016.00 |
| 1,400 | cu. yds. | Class "A" Concrete | 32.00 | 44,800.00 |
| 275,000 | lbs. | Metal Reinforcement | 0.0575 | 15,812.50 |
| | | | | $148,428.50 |

**Jefferson Junction Overcrossing (Sta. 841+92.5 to 845+87.6) (Bridge No. 2525) (Contract No. 2736)**

| | | | | |
|---|---|---|---|---|
| All Required | | Shoring, Cribbing, Etc. | | $ 3,000.00 |
| 1,100 | cu. yds. | Structural Excavation | $ 2.50 | 2,750.00 |
| 100 | cu. yds. | Structural Excavation Below Elevation Shown | 3.50 | 350.00 |
| 1,300 | cu. yds. | Class "A" Concrete | 29.00 | 37,700.00 |
| 230,000 | lbs. | Metal Reinforcement | 0.06 | 13,800.00 |
| 820 | lin. ft. | Metal Handrail | 8.00 | 6,560.00 |
| | | | | $ 64,160.00 |
| All Required | | Work to be Performed by Southern Pacific Company's Forces | | 1,600.00 |
| | | | | $ 65,760.00 |

| | |
|---|---|
| Subtotal, Structures | $611,683.50 |
| 10% Engr. & Cont. | 61,168.35 |
| Total, Structures | $672,851.85 |

| | |
|---|---|
| Length of Roadway | 9.854 miles |
| Length of Bridges | .484 mile |
| Total Length | 10.338 miles |
| Cost per mile, Roadway | $ 82,220.63 |

## SUMMARY OF FUNDS REQUESTED

| Item | Total Cost | Federal Aid Funds | State Funds |
|---|---|---|---|
| Roadway | $ 849,996.95 | $525,189.18 | $324,807.77 |
| Structures | 672,851.85 | 415,736.22 | 257,115.63 |
| | $1,522,848.80 | $940,925.40 | $581,923.40 |

| Class of Funds | Total Cost | Federal Funds | Length (Miles) |
|---|---|---|---|
| 1941 Regular Federal Aid | $ 14,579.56 | $ 9,008.30 | .099 |
| 1943 Regular Federal Aid | 327,346.36 | 202,258.10 | 2.222 |
| Strategic Network, Apportioned | 132,728.17 | 82,009.00 | .901 |
| Strategic Network, Unapportioned | 1,048,194.71 | 647,650.00 | 7.116 |
| | $1,522,848.80 | $940,925.40 | 10.338 |

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
OCT 6 1947
FOR FILING

176 (9)

October 1, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for modified agreement for the Stelwer Hill-Albany Section, Project No. SN-U-A-FAP 176 (9), in which estimate the federal funds set up has been increased to take up the unobligated balance of 1943 Federal Aid Funds.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

JWM:SM

Encl.

RECEIVED
MAY 10
FOR FILING

SN-U-A-FAP
176 (9)

May 6, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 2 covering furnishing and placing of filler from Station 640 to Station 757 on the North Unit, Steiwer Hill-Albany Section of the Pacific Highway East in Marion County, Contract No. 2739, in connection with Federal Aid Project No. SN-U-A-FAP-176 (9).

This work is necessary to stabilize loose gravel in embankments.

Very truly yours,

R. H. Baldock
State Highway Engineer

DHP:SM

Encl.

ECEIVED
FEB 17 1947
FOR FILING

176(9)

February 17, 1947

Warren Northwest, Inc.
P. O. Box 5072
Portland 13
Oregon

Gentlemen:

The State Highway Commission, at its meeting on February 4, 1947, had under discussion your requests for extensions of time in which to complete your projects on the following contracts:

Contract No. 2738, covering the S.Unit, Steiwer Hill-Albany Section of the Pacific Highway East, from September 30, 1946 to September 30, 1947.

Contract No. 2759, covering the N.Unit, Steiwer Hill-Albany Section of the Pacific Highway East, from September 30,1946 to September 30, 1947.

Contract No. 2790, covering the Klamath Falls-USSRS Canal Section of the Klamath Falls-Lakeview Highway, from December 31, 1946 to July 15, 1947.

I am pleased to inform you that the Commission granted your requests without penalty; however, such action was not based on the reasons given in your applications for failure to complete the projects within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

HBG:gl

cc: F. D. Eason

RECEIVED
JAN 28 1947
FOR FILING

SH-8-FAP-176-9

January 22, 1947

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract 2739, Steiner Hill-Albany Section of the Pacific Highway East, SH-8-A-FAP 176 (9), to Warren Northwest, Inc., Contractors, from September 30, 1946, to September 30, 1947.

Due to non-completion of overflow bridges and other bridges being constructed on this project, which were under separate contract, the contractor has been unable to do his concrete paving on this section. The grading on this project was completed well within the time required.

I would suggest that this extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: H. G. Smith

RECEIVED
OCT 22 1946
FOR FILING

176 (1)

October 22, 1946

U.S. Fidelity and Guaranty Company
1112 Bedell Building
Portland 4, Oregon

Cross Referenced To
Adm.
Ins.
Prop. Damage

Gentlemen:

I enclose for your information a copy of a claim that has been filed in the office of the Secretary of State by Mr. Cleave Hampton, Jefferson, Oregon, against R. A. Heintz - Construction, the subcontractor under Warren Northwest, Inc. in connection with its contract, No. 2739, with the State Highway Commission for construction of the North Unit of the Steiwer Hill-Albany Section of the Pacific Highway East, Marion County.

This is being brought to your attention because the U.S. Fidelity and Guaranty Company appears as surety on the bond furnished by the original contractor, Warren Northwest, Inc. in connection with this job.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:eo
Enc.

cc - Warren Northwest, Inc.
R. A. Heintz - Construction

NOTED ON CARD
10-22-46, gl

ROBERT S. FARRELL JR.
SECRETARY OF STATE
SALEM, OREGON

October 21, 1946

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Enclosed are three copies of a notice of claim by Cleave Hampton for damages in the amount of $200.00 against the bond taken from R. A. Heintz Construction Company, subcontractor of Warren Northwest, Inc., in connection with work performed under Highway Contract No. 2739 for the North Unit of the Steiwer Hill-Albany Section of the Pacific Highway East between the State of Oregon and Warren Northwest, Inc.,

The claim was filed in this office October 17, 1946, File No. 3086.

Very truly yours,

Robt S Farrell Jr
Secretary of State

F:FL

cc Warren NW
Heintz

NOTE TO Surety
DATE 10-22

RECEIVED
OCT 21 1946
OREGON
STATE HIGHWAY COMMISSION

FORM E-60 20M 3-46

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

October 18, 1946

SUBJECT:

To:

Mr. R. H. Baldock
State Highway Engineer
OFFICE

Dear Sir:

I have read Mr. Swart's letter to Mr. Eason concerning the claim made by Cleave Hampton of Jefferson, against subcontractor R. A. Heints and I am lead to believe that the subcontractor is liable for the damage done. I am not qualified to pass on the amount of the damage but only on the question of my ability under the circumstances, I suggest that the contractor and his surety be advised of the claim made by Mr. Hampton and notified that some satisfactory adjustment will be required before final settlement is made on the contract.

Yours truly,

J. M. DEVERS
Chief Counsel

JMD:mst

cc: Mr. H. B. Glaisyer ✓
OFFICE

FORM E-30 25M 3-46

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

October 14, 1946
Salem, Oregon

SUBJECT:

To:

Mr. H. B. Glaisyer,

Office.

Dear Mr. Glaisyer:

I have received a copy of a notice, the original of which I believe has been sent to the State Highway Commission, by which notice one Cleave Hampton advises that he has a claim for crop damage and land damage which he says was done by R. A. Heintz Construction Company under its contract No. 2739.

I suggest that this claim be called to the attention of the contractor and the contractor's surety and that these parties be urged to satisfactorily dispose of this claim before final settlement is made.

Yours very truly,

J M Devers

J. M. DEVERS

JMD:PW

OFFICE COPY

Jefferson, Oregon
August 2, 1946

To the State of Oregon, by and through
its State Highway Commission:

Notice hereby is given that the undersigned, Cleeve Hampton, has a claim for damages to crop and land caused by the R. A. Heintz Construction Company, subcontractor of Warren Northwest, Inc., occasioned in connection with work performed by said subcontractor under Contract No. 2739 for the North Unit of the Steiwer Hill-Albany Section of the Pacific Highway East between the State of Oregon and Warren Northwest, Inc.

Said damages are in the sum of $200.00. The said damages occurred during the month of Aug. to Dec.,1945.

Yours very truly,

CLEAVE HAMPTON.

Endorsed;
File No. 3086
Filed October 17, 1946
ROBERT S. FARRELL, JR., Secretary of State

OFFICE COPY

RECEIVED
SEP 13 1946
FOR FILING

176-7

North Unit
#4165

Salem, Oregon
September 9, 1946

Mr. J. M. Devers

7

Herewith report by G. S. Paxson about damage on the Santiam.

I concur with Paxson that we had probably better spend $400 or $500 in riprapping and take a chance on further damage rather than spend the $6,000 for a more elaborate bank-protection plan.

Please give me your advice.

R. H. Baldock

RHB:hi
cc Mr. G. S. Paxson
Mr. E. A. Collier

ORD OF ASSIGNMENT

[illegible]PTION: Letter J. M. [illegible]brs - 6-21-46 re high water [illegible]ge to property of Mr. Arthur White.

1155

DATE: 7-1-46 ASSIGNED TO: G. S. Paxson

FOR
x(Investigation and report to this office.
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
( - - - - - - - - - - - - - - - - - - - - - - - - -

REPORT RECEIVED: 9-6-46

REMARKS:

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P
I
SSION
SION

roperty
am River

In June we were advised by Mr. Arthur White, who owns property lying just below the second overflow trestle north of the Santiam River, that our work had concentrated the high-water currents so that erosion was taking place on his farm. I investigated this matter in company with Mr. McKenzie of the Army Engineers. There is no question in my mind that the concentration of water through the overflow trestle has caused scour below the structure. The high water last winter did no damage to Mr. White, but it did take out the brush along the edge of his field, leaving it open to almost certain damage if we have another major high water in the near future.

Mr. McKenzie recommended a permeable pile revetment together with some bank riprapping and excavation to control the currents. The scheme which he outlined promises to prevent serious erosion. The cost of this work, however, will be approximately $6,000. The probable erosion without the revetment work being done might damage as much as four or five acres and would sever another eight or ten acres from the remaining part of the field. The value of the land which may be damaged and any reasonable severance damage would not equal the cost of the revetment.

When the dams on the Santiam are built, we should not have a flood of the volume which we had last year. I would recommend that rather than spend $6,000 for the revetment we spend $400 or $500 in riprap along the edge of the field and settle any damages which might occur after they have happened.

Very truly yours,

(Sgd) G. S. PAXSON

G. S. Paxson
Bridge Engineer

GSP GM
cc J. W. DeSouza

C
O
P
Y

FORM E-20X [illegible]

**OREGON STATE HIGHWAY COMMISSION**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
September 5, 1946

SUBJECT: Arthur White property
north of Santiam River

To: Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In June we were advised by Mr. Arthur White, who owns property lying just below the second overflow trestle north of the Santiam River, that our work had concentrated the high-water currents so that erosion was taking place on his farm. I investigated this matter in company with Mr. McKenzie of the Army Engineers. There is no question in my mind that the concentration of water through the overflow trestle has caused scour below the structure. The high water last winter did no damage to Mr. White, but it did take out the brush along the edge of his field, leaving it open to almost certain damage if we have another major high water in the near future.

Mr. McKenzie recommended a permeable pile revetment together with some bank riprapping and excavation to control the currents. The scheme which he outlined promises to prevent serious erosion. The cost of this work, however, will be approximately $6,000. The probable erosion without the revetment work being done might damage as much as four or five acres and would sever another eight or ten acres from the remaining part of the field. The value of the land which may be damaged and any reasonable severance damage would not equal the cost of the revetment.

When the dams on the Santiam are built, we should not have a flood of the volume which we had last year. I would recommend that rather than spend $6,000 for the revetment we spend $400 or $500 in riprap along the edge of the field and settle any damages which might occur after they have happened.

Very truly yours,

(Sgd) G. S. PAXSON

G. S. Paxson
Bridge Engineer

GSP GM
cc J. W. DeSouza

FORM E-30 25M 7-45

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1946

SUBJECT: R 11216

NOTED
G.S. PAXSON

To:

Mr. G. S. Paxson
Bridge Engineer
Office

Dear Sir:

I have just been advised that the high water this spring caused serious damage to a trestle located immediately north of the Santiam River Bridge where the flow crossed the property of Mr. Arthur White.

In all our right of way dealings Mr. White was very friendly to the department and assisted us very greatly in making settlements with other property owners which were very difficult. Personally, I feel that an investigation should be made of the matter and if there is anything within reason which can be done in order to avoid future damage serious consideration should be given thereto.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Counsel

JWD:AW
cc Mr. R. H. Baldock

FERRED TO
Paxson
By Chief Engineer

Investigate + make report
[illegible]

RECEIVED
JUL - 1 1946

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
JUL 30 1946
FOR FILING

176-9

July 29, 1946

Cross Referenced To
Adm
Insurance
Property Damage

#2739

Mr. Cleave Hampton,
Jefferson, Oregon.

Dear Sir:

Upon receipt of your letter dated July fifteenth, in which you make claim against the State's contractor for damage which you claim to have sustained in connection with the construction operation on the North Unit of the Steiner Hill-Albany Section of the Pacific Highway East, I gave the letter to Mr. Smith, our Construction Engineer, and today have been advised that during the contractor's operations you made complaint and your complaint was carried to the contractor by Mr. Swart, our Resident Engineer, but it appears that proper results did not follow.

I have today notified the contractor and the contractor's surety of your claim, and for your information I enclose a copy of the letter. In the event that you and the contractor reach a settlement, will you please advise me so that I may show that fact in our files.

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. B. Glaisyer

Loss of crop and damage to farm land

NOTED BY SECRETARY
7-30-46

make a card

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

July 29, 1946

2739

Warren Northwest, Inc.,
P. O. Box 3972,
Portland 14, Oregon.

Gentlemen:

A claim has been filed with the State by Mr. Cleave Hampton of Jefferson, the claim being in the sum of [illegible] for loss which Mr. Hampton claims he sustained in connection with the operations of your subcontractor [illegible] Construction Company on contract No. 2739 on the North Unit of the [illegible] Hill-Albany Section of the Pacific Highway East.

Your attention is called to this claim so that you may give it such consideration as it merits. In keeping with the Commission's policy this claim must be properly disposed of before final settlement can be made on the contract.

I trust, therefore, that you will contact Mr. Hampton and make satisfactory settlement with him.

Yours very truly,

J. M. DEVERS

JMD:[illegible]

cc U. S. Fidelity & Guaranty Co.,
1112 Bedell Building,
Portland 4, Oregon.

H. G. Smith
H. B. Glaisyer
Cleave Hampton

RECEIVED
JUL 31 1946
FOR FILING

SN-U-A-FAP-176-9

July 27, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is Price Agreement No. 1, covering the hauling from stockpile and placing 18-inch salvaged concrete pipe on the North Unit, Steiwer Hill-Albany Section in Marion County, Contract No. 2739, Federal Aid Project No. SN-U-A-FAP 176 (9).

This pipe is to be placed alongside pipe under county road connection to help alleviate flood condition.

Very truly yours,

R. H. Baldock
State Highway Engineer

JR:GS

Encl.

FAP 176(9)

R. H. Baldock

NOT
Highway Engineer

November 28th, 1945

Cost Analysis to October 20, 1945

Steiwer Hill-Albany, North Unit
Contract No. 2739
R. A. Heinz, Sub-contractor

Grading

Pacific Highway East
Prefix 24-1109
H. S. Swart, Resident Engineer

| Description | Cost | Quantity | Unit | Unit Cost | Unit Bid | Gross Revenue |
|---|---|---|---|---|---|---|
| Clearing & Grubbing | $4,688.36 | 95% | | | | $9,500.00 |
| *Struct. Excavation | 2,580.88 | 824.7 | Cu. Yd. | $3.13 | $3.00 | 2,474.10 |
| Trench " | 1,488.87 | 2,419 | " " | 0.62 | 2.00 | 4,838.00 |
| General Exc., Unclass. | 23,418.88 | 146,368 | " " | 0.16 | 0.225 | 32,932.80 |
| Gravel Emb. in Place | 38,062.26 | 141,125 | " " | 0.27 | 0.36 | 50,805.00 |
| Short Overhaul | 9,240.00 | 462,000 | Yd. Sta. | 0.02 | 0.02 | 9,240.00 |
| Long " | 3,300.00 | 11,000 | C-Yd. Sta. | 0.30 | 0.30 | 3,300.00 |
| Rounding Cutbanks | 282.92 | 5,878 | Lin. Ft. | 0.05 | 0.15 | 881.70 |
| Finishing Roadbed & Slopes | 645.01 | 2.5 | Mile | 258.01 | 250.00 | 625.00 |
| *12" Concrete Pipe | 78.24 | 60 | Lin. Ft. | 1.31 | 1.25 | 75.00 |
| *18" " " | 2,182.81 | 837 | " " | 2.61 | 2.50 | 2,092.50 |
| *24" " " | 661.10 | 195 | " " | 3.39 | 3.25 | 633.75 |
| *36" " " | X-Str.2,636.27 | 312 | " " | 8.45 | 8.10 | 2,527.20 |
| *48" " " | 2,002.86 | 160 | " " | 12.52 | 12.00 | 1,920.00 |
| *Class "A" Concrete | 8,796.61 | 211.67 | Cu. Yd. | 41.56 | 40.00 | 8,466.80 |
| *Metal Reinforcement | 1,935.71 | 28,548 | Lb. | 0.068 | 0.065 | 1,855.62 |
| Sprinkling | 1,311.03 | 1,062 | M-Gal. | 1.24 | 1.75 | 1,858.50 |
| | $103,311.81 | | | | | $134,025.97 |
| Reduction on Bid for the Award of Two Projects (80% of $1,250.00) | | | | | | - 1,000.00 |
| | | | | | | $133,025.97 |

| | |
|---|---|
| Gross Revenue | $133,025.97 |
| Total Cost | 103,311.81 |
| Net Profit | $29,714.16 |

Net Profit Equals 22.3% of Gross Revenue

* Work done by Henry Walder - separate report attached.

## Steiwer Hill-Albany, No. Unit

## Detail of Cost

| | | |
|---|---|---|
| **Labor:** | | |
| Supervision (Supt. & Office) | $2,860.00 | |
| Labor | 28,607.05 | |
| S.I.A.C. | 2,202.69 | |
| Unemployment Insurance | 629.34 | |
| Social Security | 314.67 | $34,613.75 |
| **Equipment Rental & Misc. Expense:** | | |
| Equipment Rental (Owned) | $20,697.00 | |
| " " (Hired, not including operators) | 12,311.24 | |
| Hired Trucks (Not including operators) | 1,990.13 | |
| Gas, Oil & Grease | 4,789.16 | |
| Move In, Freight & Cartage | 791.85 | |
| Small Tools & Misc. Supplies | 1,203.10 | |
| Wire Rope | 771.15 | |
| Explosives | 469.73 | |
| Public Liability Insurance | 219.30 | |
| Bond | 1,340.26 | |
| Field Office | 491.81 | |
| Home Office & General Overhead, 3% of Gross Revenue | 4,020.78 | 49,095.51 |
| *Payment to Henry Walder for Culvert Construction | | 19,602.55 |
| Total Cost | | $103,311.81 |

Cost Analysis to October 20, 1945

Steiwer Hill-Albany, No. Unit
Pacific Highway East
Contract #2739
Box Culverts, Passes and Culvert Pipe
Prefix 24-1109
Henry Walder, Sub-contractor
H. S. Swart, Resident Engineer

| Description | Cost | Quantity | Unit | Unit Cost | Unit Bid | Gross Revenue |
|---|---|---|---|---|---|---|
| Struct. Excavation | $1,444.43 | 824.7 | Cu. Yd. | $1.75 | $3.00 | $2,474.10 |
| 12" Conc. Culv. Pipe | 76.22 | 60 | Lin. Ft. | 1.27 | 1.25 | 75.00 |
| 18" " " " | 1,836.44 | 837 | " " | 2.19 | 2.50 | 2,092.50 |
| 24" " " " | 704.10 | 195 | " " | 3.61 | 3.25 | 633.75 |
| 36" X-Str. Culv. Pipe | 1,818.39 | 312 | " " | 5.83 | 8.10 | 2,527.20 |
| 48" Conc. Culv. Pipe | 1,497.00 | 160 | " " | 9.35 | 12.00 | 1,920.00 |
| Class "A" Concrete | 7,623.52 | 211.67 | Cu. Yd. | 36.02 | 40.00 | 8,466.80 |
| Metal Reinforcement | 1,786.09 | 28,548 | Lb. | 0.063 | 0.065 | 1,855.62 |
|  | $16,786.19 |  |  |  |  | $20,044.97 |

|  |  |
|---|---|
| Gross Revenue | $20,044.97 |
| Total Cost | 16,786.19 |
| Net Profit | $3,258.78 |

Net Profit Equals 16.3% of Gross Revenue

## Cost Analysis to October 20, 1945
## Henry Walder, Culvert Sub-contractor

### Detail of Cost

**Labor:**

| | | |
|---|---|---|
| Supervision (Henry Walder & W. W. Kenworthy) | $1,416.00 | |
| Labor | 4,815.39 | |
| S.I.A.C. | 436.20 | |
| Unemployment Insurance | 124.63 | |
| Social Security | 62.31 | |
| | | $6,854.53 |

**Materials:**

| | | | | |
|---|---|---|---|---|
| 12" Conc. Culv. Pipe | 60 | lin. ft. at $0.77 | $46.20 | |
| 18" " " " | 837 | " " " 1.56 | 1,305.72 | |
| 24" " " " | 195 | " " " 2.16 | 421.20 | |
| 36" X-STR. Conc. Culv. Pipe | 312 | " " " 4.45 | 1,388.40 | |
| 48" Conc. Culv. Pipe | 160 | " " " 6.35 | 1,016.00 | |
| Transit Mix Concrete | 211.67 | cu. yd. at $11.21 Del. on Job | 2,373.62 | |
| Reinforcing Steel | 28,548 | lb. at 0.04 | 1,141.92 | |
| Portland Cement | 25 | sacks at 0.95 | 23.75 | |
| | | | | 7,716.81 |

**Equipment Rental & Misc. Supplies:**

| | | |
|---|---|---|
| Equipment Rental | $900.00 | |
| Gas, Oil & Grease | 76.40 | |
| Form Lumber | 476.90 | |
| Misc. Supplies & Small Tools | 203.62 | |
| Office Expense & General Overhead | 400.88 | |
| Bond and Insurance | 157.05 | |
| | | 2,214.85 |
| **Total Cost** | | $16,786.19 |

## Steiwer Hill-Albany, No. Unit

REMARKS:

This contract was bid and awarded on May 29th, 1945 to Warren Northwest Inc. The grading work was sub-contracted at the bid prices to the R. A. Heinz Construction Co. who started work on June 11th, 1945, and by October 20th, 80% had been completed.

The clearing was mostly through open fields with some heavily brushed fence rows, and a small part of the area contained fir, ash and cottonwood trees. Two D-8 cats and dozers and one D-6 and dozer were used on the clearing, and most of the work was completed in a month's time with the item showing a good profit.

The culvert pipe was placed and box culverts and cattle passes constructed by Henry Walder, who completed his work by August 4th. This work was done by Walder for the original bid prices.

Rounding of cutbanks, most of the trench excavation and all the sloping were accomplished by the use of a motor grader, and costs on these items were quite low, with a resulting profit to the contractor.

Of the 146,000 cu. yds. of general excavation about 40% required the use of a ripper, and the remainder was common material with the exception of 1,000 yards of shale rock which still remains in the base of a large cut and will require drilling and shooting. The equipment used for excavating the material consisted of 3 D-8 tractors pulling 2 20-yard scrapers and 1 12-yard scraper, a 15-yard self-propelled Wooldridge Terra Cobra and 4 11-cu. yd. DW-10 self-propelled units. Loading of these units was assisted by D-8 pusher cats. As most of the equipment was new and weather conditions favorable, a fair profit was made on this item. However, the drilling and shooting of the remaining shale rock, plus the costs of moving equipment back to the project next summer, will somewhat reduce the profit now shown.

The gravel embankment, which extends north from the Santiam River about 1 mile, was bid in place, and the average haul was 0.5 of a mile. The material was hauled from a borrow pit in the Santiam River and was moved in various ways. For the short haul adjacent to the pit the three D-8's and carryalls were used. A rented 1¼-yard shovel loaded into 4 10-yard Euclids on the medium haul, and the DW-10's and Terra Cobra made the longest haul. The self-propelled units were also loaded by the shovel, and on occasions when the shovel was broken down they were loaded by push cats. The contractor moved his own 1¼-yard shovel onto the job and loaded the last 15,000 yards into hired trucks. Although the cost of the material that was loaded by the two shovels was equal to the bid price, the cat and carryall operation on the short haul was economical, and the contractor made a good profit on this item.

Steiwer Hill-Albany, No. Unit
Remarks - Cont'd.

Very little hand labor was used on this project, and, although the equipment operators were paid a high scale and considerable overtime, the total labor cost was only a third of the total cost. The contractor's profit was largely due to the use of new and suitable equipment and to the pressing of the work during favorable weather. While the two-shift operation during the greater part of the work resulted in considerable overtime payments, the cost was justified by the rapid progress and sustained production. As the contractor also held a subcontract on the adjoining project, the move in costs and overhead were shared, and equipment could easily be shifted from one job to the other.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

176-9
N. Unit

RECEIVED
AUG 25 1945
FOR FILING

August 22, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-U-A-FAP 176(9)
Steiwer Hill-Albany Section
Pacific Highway East.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office covering the above project. Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

P.S.& E. are approved subject to the understanding that increases in unit costs effected pursuant to the third paragraph of the section "Alterations in Details of Construction" will not participate in Federal Aid. This paragraph permits price adjustments when alterations in plans cause an increase or decrease in the total cost of 25 percent or less.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

Encls.

RECEIVED
AUG 2 1945

Form E-1—5M—6-43

176-9

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 18, 1945

Section Stiwer Hill - Albany ( North Unit )
Kind of work Grading and Paving
Highway Pacific East
Section prefix 24-1109
Contractor Warren Northwest Inc.
Contract number 2739
Date of contract May 29, 1945
Date of completion Oct. 31, 1946
Date work started June 11, 1945
Estimated date of completion Oct. 31, 1946
Amount of contract $ 320,400.50
Per cent of time elapsed Grading 52.26 Total 15.58 %
Estimated cost of completed project, exclusive of engineering $ 320,400.50
Per cent of contract completed, based on total contract price 22 %
Engineering cost to date, $ 2813.70, 0.88 %
Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party worked four days this week on this project.

The Contractor in opening the cut between Sta. 560 and Sta. 562 found a soft wet material which is being removed and replaced with rock.

Geo. V. Miller was transfered to my party starting Aug. 13th as Inspector # 4.

NOTED
AUG 20 1945

RECEIVED
AUG 20 1945

Signed H S Swart

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

Gravel Emb. Rock Slope

| | GRADING | SURFACING | MAINTENANCE ~~MATERIALS~~ | OIL AND BITUMINOUS | PAVING |
|---|---|---|---|---|---|
| Miles in project | 3.92 | | | | |
| Miles partially completed | 3.92 | | | | |
| Miles completed | | | | | |
| Total estimated quantities | 160,000 | 29,500 | 140,000 | 8,000 | 56,000 |
| Estimated quantities moved or placed to date | 97,800 | | 53,670 | | |
| Average daily quantities | 1033 | 191 | 904 | 52 | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | 1 | | | | |
| Hours per shift | 8 | | | | |
| Average force on project for week | 36 | | | | |

Percentages of men employed on contract to be secured from:

County, ......%; County, ......%; County, ......%; County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels 1, Power graders 1, Rollers ......, Mixers ......, Crushing or screening plants LePlant Choate 2

Compressors ......, Bulldozers 2, Sheep-foot rollers 1, Tournapulls 4, Carryalls 4, Euclids 4

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair | | |
| Monday | Clear | | |
| Tuesday | " | | |
| Wednesday | " | | |
| Thursday | " | | |
| Friday | " | | |
| Saturday | " | | |

STATE PRINTING DEPT.

Form E-1—5M—6-43

FAP 176 (9)

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 11, 1945

Section Stiewer Hill - Albany ( North Unit )

Kind of work Grading and Paving

Highway Pacific East

Section prefix 24-1109

Contractor Warren Northwest Inc.

Contract number 2739

Date of contract May 29, 1945

Date of completion Oct. 31, 1946

Date work started June 11, 1945

Estimated date of completion Oct. 31, 1946

Amount of contract $ 320,400.50

Per cent of time elapsed Grading 47.74 Total 14.23 %

Estimated cost of completed project, exclusive of engineering $ 320,400.50

Per cent of contract completed, based on total contract price 20 %

Engineering cost to date, $ 2528.10, 0.79 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor has worked all week on excavation between Sta. 546 +00 and Sta. 563 +00 and as part of this material is shale rock it will make more embankment by cutting down our shrinkage factor.

He also has been hauling Gravel Embankment between the River and the Talbot Road.

They are building a road across the river so they can haul Gravel Embankment across to the south side.

RECEIVED
AUG 13 1945

AUG 13 1945

Signed

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

|  | GRADING | SURFACING | Gravel Emb.<br>MAINTENANCE | Rock Slope<br>OIL AND [illegible] | PAVING |
|---|---|---|---|---|---|
| Miles in project | 3.92 |  |  |  |  |
| Miles partially completed | 3.92 |  |  |  |  |
| Miles completed |  |  |  |  |  |
| Total estimated quantities | 160,000 | 29,500 | 140,000 | 8,000 | 56,000 |
| Estimated quantities moved or placed to date |  |  |  |  |  |
| Average daily quantities | 1033 | 191 | 904 | 52 |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day | 1 |  |  |  |  |
| Hours per shift | 8 |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Percentages of men employed on contract to be secured from:

........ County, ....%; ........ County, ....%; ........ County, ....%; ........ County, ....%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels ........, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants ........

Compressors ........, Bulldozers ........, Sheep-foot rollers ........, ........, ........, ........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Clear |  |  |
| Monday | Cloudy |  |  |
| Tuesday | " |  |  |
| Wednesday | Fair |  |  |
| Thursday | Clear |  |  |
| Friday | " |  |  |
| Saturday | Cloudy |  |  |

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Form F-1—5M—6-43

FAP 176.(9)

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## OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 4, 1945

Section Stiewer Hill - Albany ( North Unit )

Kind of work Grading and Paving

Highway Pacific East

Section prefix 24 - 1109

Contractor Warren Northwest Inc.

Contract number 2739

Date of contract May 29, 1945

Date of completion Oct. 31, 1946

Date work started June 11, 1945

Estimated date of completion Oct. 31, 1946

Amount of contract $320,400.50

Per cent of time elapsed Grading 43.23 total 12.88 %

Estimated cost of completed project, exclusive of engineering $320,400.50

Per cent of contract completed, based on total contract price %

Engineering cost to date, $2299.78, 0.72 %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor worked all week on excavation at the big cut Sta. 546 to 563.

RECEIVED
AUG 6 - 1945
OFFICE OF [illegible] ENGINEER

NOTED
H. G. SMITH

NOTED
E. A. PEASE

Signed

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | Gravel Emb.<br>MAINTENANCE | Rock Slopes<br>OIL AND ~~MACADAM~~ | PAVING |
|---|---|---|---|---|---|
| Miles in project | 3.92 | | | | |
| Miles partially completed | 3.92 | | | | |
| Miles completed | | | | | |
| Total estimated quantities | 160,000 | 29,500 | 140,000 | 8,000 | 56,000 |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | 1033 | 191 | 904 | 52 | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | 1 | | | | |
| Hours per shift | 8 | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

........ County, ....%; ........ County, ....%; ........ County, ....%; ........ County, ....%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ........, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants ........

Compressors ........, Bulldozers ........, Sheep-foot rollers ........, ........, ........, ........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Cloudy | | |
| Monday | Clear | | |
| Tuesday | " | | |
| Wednesday | " | | |
| Thursday | " | | |
| Friday | " | | |
| Saturday | " | | |

AUG 6 1945

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AUG 13 1945
FOR FILING

FAP 176 (9)

July 28, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for project agreement for the Steiver Hill-Albany Section, Project No. NH-U-4-FAP 176 (9).

Very truly yours,

R. H. Baldock
State Highway Engineer

JMN:GS

Encl.

State Highway Department

Strategic Network Project
No. SN-U-A-FAP 176 (9)

## STEINER HILL-ALBANY SECTION OF THE

## PACIFIC HIGHWAY EAST IN MARION AND LINN COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 27, 1945

**North Unit, Steiner Hill-Albany Section (Contract No. 2739)**

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 10,000.00 |
| 450 | cu. yds. | Structural Excavation, Unclassified | $ 3.00 | 1,350.00 |
| 2,300 | cu. yds. | Trench Excavation, Unclassified | 2.00 | 4,600.00 |
| 160,000 | cu. yds. | General Excavation, Unclassified | .225 | 36,000.00 |
| 140,000 | cu. yds. | Gravel Embankment in Place | .36 | 50,400.00 |
| 500,000 | yd. stas. | Short Overhaul | .02 | 10,000.00 |
| 12,000 | 6-yd. stas. | Long Overhaul | .30 | 3,600.00 |
| 5,500 | lin. ft. | Rounding Cutbanks | .15 | 825.00 |
| 3.92 | miles | Finishing Roadbed and Slopes | 250.00 | 980.00 |
| 900 | lin. ft. | 8" Concrete Drain Pipe | 1.35 | 1,215.00 |
| 100 | lin. ft. | 12" Concrete Pipe | 1.25 | 125.00 |
| 1,000 | lin. ft. | 18" Concrete Pipe | 2.50 | 2,500.00 |
| 70 | lin. ft. | 24" Concrete Pipe | 3.25 | 227.50 |
| 90 | lin. ft. | 30" Concrete Pipe | 8.00 | 720.00 |
| 330 | lin. ft. | 36" Extra Strength Concrete Pipe | 8.10 | 2,673.00 |
| 160 | lin. ft. | 48" Concrete Pipe | 12.00 | 1,920.00 |
| 224 | cu. yds. | Class "A" Concrete | 40.00 | 8,960.00 |
| 24,000 | lbs. | Metal Reinforcement | .065 | 1,560.00 |
| 8,000 | cu. yds. | Rock Slope Protection | 3.65 | 29,200.00 |
| 25,000 | cu. yds. | 3" - 0" Material in Base | 1.20 | 30,000.00 |
| 4,500 | cu. yds. | 3/4" - 0" Material in Shoulders | 1.55 | 6,975.00 |
| 1,600 | cu. yds. | 3" - 0" Material in Cushion Course | 1.80 | 2,880.00 |
| 1,500 | M-gals. | Sprinkling | 1.75 | 2,625.00 |
| 56,000 | sq. yds. | Portland Cement Concrete Pavement | 2.00 | 112,000.00 |
| 300 | lin. ft. | Expansion Joints | .15 | 45.00 |
| 33,000 | lin. ft. | Contraction Joints | .02 | 660.00 |
| 45,000 | lbs. | Tie Bars and Reinforcement | .06 | 2,700.00 |
| | | | | $322,909.50 |

2738

## [illegible] Hill-Albany Section (Contract No. [illegible])

Continued

| | | | | |
|---|---|---|---|---|
| | | Clearing and Grubbing | | $ 12,500.00 |
| 1,500 | sq. yds. | Removal of Pavement | 1.00 | 1,500.00 |
| 850 | cu. yds. | Structural Excavation, Unclassified | 3.00 | 2,550.00 |
| 250 | cu. yds. | Trench Excavation, Unclassified | 2.00 | 500.00 |
| 137,000 | cu. yds. | General Excavation, Unclassified, Sta. 718+93 to 846 | .35 | 47,950.00 |
| 140,000 | cu. yds. | General Excavation, Unclassified, Sta. 846 to 911+20 | .35 | 49,000.00 |
| 54,000 | cu. yds. | Gravel Embankment in Place | .40 | 21,600.00 |
| 1,070,000 | yd. stas. | Short Overhaul | .02 | 21,400.00 |
| 44,000 | C-yd. stas. | Long Overhaul | .30 | 13,200.00 |
| 9,000 | lin. ft. | Rounding Cutbanks | .15 | 1,350.00 |
| 5.93 | miles | Finishing Roadbed and Slopes | 250.00 | 1,482.50 |
| 650 | lin. ft. | 3" Concrete Drain Pipe | .35 | 227.50 |
| 450 | lin. ft. | 6" Concrete Drain Pipe | .50 | 225.00 |
| 680 | lin. ft. | 12" Concrete Pipe | 1.25 | 850.00 |
| 1,700 | lin. ft. | 18" Concrete Pipe | 2.50 | 4,250.00 |
| 90 | lin. ft. | 24" Concrete Pipe | 3.25 | 292.50 |
| 3 | only | Concrete Inlet | 40.00 | 120.00 |
| 350 | cu. yds. | Class "A" Concrete | 40.00 | 14,000.00 |
| 49,000 | lbs. | Metal Reinforcement | .0625 | 3,062.50 |
| 6,100 | lin. ft. | Wood Guard Rail With Concrete Posts | 2.00 | 12,200.00 |
| 45,500 | cu. yds. | 3" - 0" Material in Base | 1.10 | 50,050.00 |
| 9,000 | cu. yds. | 3/4" - 0" Material in Shoulders | 1.48 | 13,320.00 |
| 2,400 | cu. yds. | 3" - 0" Material in Cushion Course | 1.80 | 4,320.00 |
| 2,300 | M-gals. | Sprinkling | 1.75 | 4,025.00 |
| 84,000 | sq. yds. | Portland Cement Concrete Pavement | 1.92 | 161,280.00 |
| 340 | lin. ft. | Expansion Joints in Pavement | .15 | 51.00 |
| 50,000 | lin. ft. | Contraction Joints | .02 | 1,000.00 |
| 63,000 | lbs. | Tie Bars and Reinforcement | .06 | 3,780.00 |
| 1,650 | cu. yds. | Furnishing and Placing Aggregate | 2.75 | 4,537.50 |
| 38 | tons | Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat | 31.00 | 1,178.00 |
| 130 | tons | Furnishing and Placing RT-8 Tar | 23.25 | 3,022.50 |
| | | | | $454,824.00 |
| | | | | $777,724.50 |
| | | Lump Sum Reduction | | 5,000.00 |
| | | Subtotal | | $772,724.50 |
| | | 10% Engr. & Cont. | | 77,272.45 |
| | | Total | | $849,996.95 |

# STRUCTURES

## Santiam River Bridge, No. 2541 (Sta. 709+83.0 to 718+93.1) (Contract No. 2737)

| | | | | |
|---|---|---|---|---|
| All Required | | Shoring, Cribbing, Etc. | | $ 57,000.00 |
| 4,000 | cu. yds. | Structural Excavation | $ 3.00 | 12,000.00 |
| 200 | cu. yds. | Structural Excavation Below Elevation Shown | 5.00 | 1,000.00 |
| 700 | cu. yds. | Seal Concrete | 15.00 | 10,500.00 |
| 2,700 | cu. yds. | Class "A" Concrete | 32.00 | 86,400.00 |
| 378,000 | lbs. | Metal Reinforcement | 0.0575 | 21,735.00 |
| 1,900,000 | lbs. | Structural Steel | 0.103 | 195,700.00 |
| 1,880 | lin. ft. | Metal Handrail | 7.00 | 13,160.00 |
| | | | | $397,495.00 |

## Composite Trestles, Bridges Nos. 6768, 6769, 6770, 6771, 6772, 6773, 6774, 6775, 6776 and 6777 (Contract No. 2737)

| | | | | |
|---|---|---|---|---|
| 200 | cu. yds. | Structural Excavation | $ 3.00 | $ 600.00 |
| 14,300 | lin. ft. | Furnish Treated Piles | 1.20 | 17,160.00 |
| 470 | only | Drive Treated Piles | 32.00 | 15,040.00 |
| 368 | M-FBM | Treated Lumber | 149.50 | 55,016.00 |
| 1,400 | cu. yds. | Class "A" Concrete | 32.00 | 44,800.00 |
| 275,000 | lbs. | Metal Reinforcement | 0.0575 | 15,812.50 |
| | | | | $148,428.50 |

## Jefferson Junction Overcrossing (Sta. 841+92.5 to 845+87.6) (Bridge No. 2525) (Contract No. 2736)

| | | | | |
|---|---|---|---|---|
| All Required | | Shoring, Cribbing, Etc. | | $ 3,000.00 |
| 1,100 | cu. yds. | Structural Excavation | $ 2.50 | 2,750.00 |
| 100 | cu. yds. | Structural Excavation Below Elevation Shown | 3.50 | 350.00 |
| 1,300 | cu. yds. | Class "A" Concrete | 29.00 | 37,700.00 |
| 230,000 | lbs. | Metal Reinforcement | 0.06 | 13,800.00 |
| 820 | lin. ft. | Metal Handrail | 8.00 | 6,560.00 |
| | | | | $ 64,160.00 |
| All Required | | Work to be Performed by Southern Pacific Company's Forces | | 1,600.00 |
| | | | | $ 65,660.00 |

| | |
|---|---|
| Subtotal, Structures | $611,683.50 |
| 10% Engr. & Cont. | 61,168.35 |
| Total, Structures | $672,851.85 |

| | |
|---|---|
| Length of Roadway | 9.854 miles |
| Length of Bridges | .484 mile |
| Total Length | 10.338 miles |
| Cost per mile, Roadway | $ 86,280.65 |

## SUMMARY OF FUNDS REQUESTED

| Item | Total Cost | Federal Aid Funds | State Funds |
|---|---|---|---|
| Roadway | $ 849,996.95 | $492,648.16 | $357,348.79 |
| Structures | 672,851.85 | 389,976.96 | 282,874.89 |
| | $1,522,848.80 | $882,625.12 | $640,223.68 |

| Class of Funds | Total Cost | Federal Funds |
|---|---|---|
| 1941 Regular Federal Aid | $ 15,542.98 | $ 9,008.30 |
| 1943 Regular Federal Aid | 248,579.51 | 143,957.82 |
| Strategic Network, Apportioned | 141,495.30 | 82,009.00 |
| Strategic Network, Unapportioned | 1,117,231.41 | 647,650.00 |
| | $1,522,848.80 | $882,625.12 |

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 589, laws 1939

State Funds for Maintenance: Chap. 589, laws 1939

May 30, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are advised that the combination of Oregon Projects Nos. SN-U-FAP 176-G(1), SN-A-FAP 176-G(2) and SN-FAP 176-G(3), as well as the addition of the project to the 1941 Regular Federal Aid Program and revision in financing, has been approved as SN-U-A-FAP 176(9). This project uses the unobligated present balances of 1941 and 1943 Regular Federal Aid and Strategic Network Section 4(a) funds, also the Strategic Network Section 4(b) funds set up for this project, together with the underrun of such funds from Project SN-U-FAP 56-G(1).

The combination of the three separate projects into Project SN-U-A-FAP 176(9) is in accordance with General Administrative Memorandum No. 275, which is desirable in this case since it avoids setting specific limits for work to be carried out under each class of funds. In submitting project agreement estimate, the individual amounts of each type of funds to be used should be specifically stated.

Will you please correct your project papers to read SN-U-A-FAP 176(9) and use this number in all future submissions of documents pertaining to this project.

Very truly yours,

W. H. LYNCH
Division Engineer

Original sent to Mr. Baldock

[illegible] State Highway Department

Strategic Network Project
No. SN-FAP 176 (9)

SN u-A-FAP

## STEIWER HILL-ALBANY SECTION OF THE

## PACIFIC HIGHWAY EAST IN MARION AND LINN COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 15, 1945

**North Unit, Steiwer Hill-Albany Section**

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 7,500.00 |
| 450 | cu. yds. | Structural Excavation, Unclassified | $ 2.00 | 900.00 |
| 2,300 | cu. yds. | Trench Excavation, Unclassified | 2.00 | 4,600.00 |
| 160,000 | cu. yds. | General Excavation, Unclassified | .26 | 41,600.00 |
| 140,000 | cu. yds. | Gravel Embankment in Place | .50 | 70,000.00 |
| 500,000 | yd. stas. | Short Overhaul | .01 | 5,000.00 |
| 12,000 | C-yd. stas. | Long Overhaul | .40 | 4,800.00 |
| 5,500 | lin. ft. | Rounding Subbanks | .12 | 660.00 |
| 3.92 | miles | Finishing Roadbed and Slopes | 500.00 | 1,960.00 |
| 500 | lin. ft. | 3" Concrete Drain Pipe | .50 | 250.00 |
| 100 | lin. ft. | 12" Concrete Pipe | 1.50 | 150.00 |
| 1,000 | lin. ft. | 18" Concrete Pipe | 2.75 | 2,750.00 |
| 70 | lin. ft. | 24" Concrete Pipe | 4.00 | 280.00 |
| 90 | lin. ft. | 30" Concrete Pipe | 7.00 | 630.00 |
| 330 | lin. ft. | 36" Extra Strength Concrete Pipe | 8.00 | 2,640.00 |
| 160 | lin. ft. | 48" Concrete Pipe | 10.00 | 1,600.00 |
| 204 | cu. yds. | Class "A" Concrete | 35.00 | 7,140.00 |
| 24,000 | lbs. | Metal Reinforcement | .08 | 1,920.00 |
| 8,000 | cu. yds. | Rock Slope Protection | 2.00 | 16,000.00 |
| 25,000 | cu. yds. | 3" - 0" Material in Base | 1.00 | 25,000.00 |
| 4,500 | cu. yds. | 3/4" - 0" Material in Shoulders | 2.25 | 10,125.00 |
| 1,600 | cu. yds. | 6" - 0" Material in Cushion Course | 2.50 | 4,000.00 |
| 1,500 | M-gals. | Sprinkling | 2.00 | 3,000.00 |
| 56,000 | sq. yds. | Portland Cement Concrete Pavement | 2.00 | 112,000.00 |
| 300 | lin. ft. | Expansion Joints | .30 | 90.00 |
| 33,000 | lin. ft. | Contraction Joints | .07 | 2,310.00 |
| 45,000 | lbs. | Tie Bars and Reinforcement | .08 | 3,600.00 |
| | | | | $330,505.00 |

**[illegible] Unit, Steiwer Hill-Albany Section**

| | | | | |
|---|---|---|---|---|
| All Required | | Clearing and Grubbing | | $ 12,000.00 |
| 1,500 | sq. yds. | Removal of Pavement | $ 1.00 | 1,500.00 |
| 850 | cu. yds. | Structural Excavation, Unclassified | 2.00 | 1,700.00 |
| 250 | cu. yds. | Trench Excavation, Unclassified | 2.00 | 500.00 |
| 137,000 | cu. yds. | General Excavation, Unclassified, Sta. 718+93 to 846 | .26 | 35,620.00 |
| 140,000 | cu. yds. | General Excavation, Unclassified, Sta. 846 to 311+20 | .45 | 63,000.00 |
| 54,000 | cu. yds. | Gravel Embankment in Place | .50 | 27,000.00 |
| 1,070,000 | yd. stas. | Short Overhaul | .01 | 10,700.00 |
| 44,000 | C-yd. stas. | Long Overhaul | .40 | 17,600.00 |
| 9,000 | lin. ft. | Rounding Cutbanks | .12 | 1,080.00 |
| 5.93 | miles | Finishing Roadbed and Slopes | 500.00 | 2,965.00 |
| 650 | lin. ft. | 8" Concrete Drain Pipe | .50 | 325.00 |
| 450 | lin. ft. | 6" Concrete Drain Pipe | .80 | 360.00 |
| 680 | lin. ft. | 12" Concrete Pipe | 1.50 | 1,020.00 |
| 1,700 | lin. ft. | 18" Concrete Pipe | 2.75 | 4,675.00 |
| 90 | lin. ft. | 24" Concrete Pipe | 4.00 | 360.00 |
| 3 | only | Concrete Inlet | 30.00 | 90.00 |
| 350 | cu. yds. | Class "A" Concrete | 35.00 | 12,250.00 |
| 49,000 | lbs. | Metal Reinforcement | .08 | 3,920.00 |
| 6,100 | lin. ft. | Wood Guard Rail With Concrete Posts | 2.50 | 15,250.00 |
| 45,500 | cu. yds. | 3" - 0" Material in Base | 1.00 | 45,500.00 |
| 9,000 | cu. yds. | 3/4" - 0" Material in Shoulders | 2.25 | 20,250.00 |
| 2,400 | cu. yds. | 1" - 0" Material in Cushion Course | 2.50 | 6,000.00 |
| 2,300 | M-gals. | Sprinkling | 2.00 | 4,600.00 |
| 84,000 | sq. yds. | Portland Cement Concrete Pavement | 2.00 | 168,000.00 |
| 340 | lin. ft. | Expansion Joints in Pavement | .30 | 102.00 |
| 50,000 | lin. ft. | Contraction Joints | .07 | 3,500.00 |
| 63,000 | lbs. | Tie Bars and Reinforcement | .08 | 5,040.00 |
| 1,650 | cu. yds. | Furnishing and Placing Aggregate | 4.00 | 6,600.00 |
| 38 | tons | Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat | 35.00 | 1,330.00 |
| 108 | tons | Furnishing and Placing 121-150 Asphalt | 35.00 | 3,780.00 |
| 130 | tons | Furnishing and Placing RT-8 Tar | 30.00 | (Alternate) |
| | | | | $476,617.00 |
| | | Subtotal | | $807,122.00 |
| | | 10% Engr. & Cont. | | 80,712.20 |
| | | Total | | $887,834.20 |

# STRUCTURES

## Santiam River Bridge, No. 2541 (Sta. 709+83.0 to 718+93.1)

| | | | | |
|---|---|---|---|---|
| All Required | | Shoring, Cribbing, Etc. | | $ 11,000.00 |
| 4,000 | cu. yds. | Structural Excavation | $ 5.00 | 20,000.00 |
| 200 | cu. yds. | Structural Excavation Below Elevation Shown | 10.00 | 2,000.00 |
| 700 | cu. yds. | Seal Concrete | 25.00 | 17,500.00 |
| 2,700 | cu. yds. | Class "A" Concrete | 30.00 | 81,000.00 |
| 378,000 | lbs. | Metal Reinforcement | .07 | 26,460.00 |
| 1,900,000 | lbs. | Structural Steel | .10 | 190,000.00 |
| 1,880 | lin. ft. | Metal Handrail | 7.00 | 13,160.00 |
| | | | | $361,120.00 |

## Composite Trestles, Bridges Nos. 6768, 6769, 6770, 6771, 6772, 6773, 6774, 6775, 6776, and 6777

| | | | | |
|---|---|---|---|---|
| 200 | cu. yds. | Structural Excavation | $ 5.00 | $ 1,000.00 |
| 14,300 | lin. ft. | Furnish Treated Piles | 1.25 | 17,875.00 |
| 470 | only | Drive Treated Piles | 18.00 | 8,460.00 |
| 368 | M-FBM | Treated Lumber | 130.00 | 47,840.00 |
| 1,400 | cu. yds. | Class "A" Concrete | 30.00 | 42,000.00 |
| 275,000 | lbs. | Metal Reinforcement | .07 | 19,250.00 |
| | | | | $136,425.00 |

841+92.5

## Jefferson Junction Overcrossing (Sta. 842+04.5 to 843+87.6) (Bridge No. 2525)

| | | | | |
|---|---|---|---|---|
| All Required | | Shoring, Cribbing, Etc. | | $ 2,000.00 |
| 1,100 | cu. yds. | Structural Excavation | $ 5.00 | 5,500.00 |
| 100 | cu. yds. | Structural Excavation Below Elevation Shown | 10.00 | 1,000.00 |
| 1,300 | cu. yds. | Class "A" Concrete | 30.00 | 39,000.00 |
| 230,000 | lbs. | Metal Reinforcement | .07 | 16,100.00 |
| 820 | lin. ft. | Metal Handrail | 7.00 | 5,740.00 |
| 240 | lbs. | Copper | 1.00 | 240.00 |
| | | | | $ 69,580.00 |
| All Required | | Work to be Performed by Southern Pacific Company's Forces | | 1,600.00 |
| | | | | $ 71,180.00 |

| | |
|---|---|
| Subtotal, Structures | $568,725.00 |
| 10% Engr. & Cont. | 56,872.50 |
| Total, Structures | $625,597.50 |

| | | |
|---|---|---|
| Length of Roadway | ~~10.333~~ miles | 9.854 |
| Length of Bridges | .484 mile | |
| Total Length | ~~9.849~~ miles | 10.338 |
| Cost per mile, Roadway | ~~$90,144.60~~ | 90,126.30 |

## SUMMARY OF FUNDS REQUESTED

| Item | Total Cost | Federal Aid Funds | | State Funds | |
|---|---|---|---|---|---|
| | | 517,780.07 | | | |
| Roadway | $ 887,834.20 | ~~$541,904.72~~ | | ~~$345,929.48~~ | 370054.13 |
| Structures | 625,597.50 | ~~381,843.40~~ | 364845.05 | ~~243,754.10~~ | 260,752.45 |
| | $1,513,431.70 | ~~$923,748.12~~ | | ~~$589,683.58~~ | |
| | | 882,625.12 | | 630,806.50 | |

| Class of Funds | | Total Cost | Federal Funds | |
|---|---|---|---|---|
| 1941 Regular Federal Aid | 15,846.47 | $ ~~14,[illegible]8.84~~ | $ 9,008.70 | |
| 1943 Regular Federal Aid | 246 843.47 | ~~323,228.96~~ | ~~185,080.42~~ | 143,957.32 |
| Strategic Network, Apportioned | 140 620.26 | 174,3[illegible]0.24 | 82,009.00 | |
| Strategic Network, Unapportioned | 1 110.520.92 | 1,[illegible].66 | 647,650.00 | |
| | | $1,513,431.70 | ~~$923,748.12~~ | |
| | | | 882,625.12 | |

## JEFFERSON JUNCTION OVERCROSSING

### Work Performed by Southern Pacific Company's Forces

**Install Guard Rail**

| | | |
|---|---|---|
| Labor- - - - - - - - - - - - - - - | $ 48.00 | |
| Material - - - - - - - - - - - - - - | 152.00 | |
| | | $ 200.00 |

**Move Telephone and Telegraph Lines**

| | | |
|---|---|---|
| Labor- - - - - - - - - - - - - - - | $670.00 | |
| Material - - - - - - - - - - - - - - | 330.00 | |
| | | 1,000.00 |

**Signal Lines**

| | | |
|---|---|---|
| Labor- - - - - - - - - - - - - - - | $135.00 | |
| Material - - - - - - - - - - - - - - | 265.00 | |
| | | 400.00 |
| | | $1,600.00 |

[illegible] Hill-Albany

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 13 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 1, 1945 State Oregon

Completion Date (Est.) September 30, 1946 Project No. [illegible] 176 (9)

Estimated Total Cost Appr. $ [illegible] Length: Miles 10.[illegible]

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 29,500 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 184,000 |
| 3 | Bituminous mat. | Gal. | 33,000 | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | 125 | 10 | Explosives | Lb. | 10,000 |
| 5 | Timber piling | Lft. | | | | | |

[illegible] River Bridge

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 13 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 1, 1945

State Oregon

Completion Date (Est.) Sept. 30, 1946

Project No. [illegible]-FAP 176 (9)

Estimated Total Cost Br. $ 397,232.00

Length: Miles .172

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 5,500 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 376,000 |
| 3 | Bituminous mat. | Gal. | | 8 | Structural steel | Lb. | 1,960,000 |
| 4 | Lumber | M. | 286 | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | | | | | |

PR 46

**Jefferson Junction Overcrossing**

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 3 of 13 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 1, 1945

State Oregon

Completion Date (Est.) March 31, 1946

Project No. WR-FAP 176 (9)

Estimated Total Cost Br. $ 79,618.00

Length: Miles .072

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 2,100 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 230,000 |
| 3 | Bituminous mat. | Gal. | | 8 | Structural steel | Lb. | 85,000 |
| 4 | Lumber | M. | 140 | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | | | | | |

FR 46

Bridge No. 6726 (Sta. 976+50)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 4 of 13 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 1, 1945 State Oregon
Completion Date (Est.) March 31, 1946 Project No. SR-FAP 176 (9)
Estimated Total Cost Br. $ 15,110.95 Length: Miles .084

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | [illegible] | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | [illegible] |
| 3 | Bituminous mat. | Gal. | | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | 50 | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | [illegible] | | | | |

[illegible] 46

Bridge No. 6769 (Sta. 61+60)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 5 of 13 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 1, 1945 State Oregon

Completion Date (Est.) March 31, 1946 Project No. SR-FAP 176 (9)

Estimated Total Cost Br. $ 7,092.70 Length: Miles .008

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 180 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 11,300 |
| 3 | Bituminous mat. | Gal. | | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | 23 | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | 700 | | | | |

PR 46

Bridge No. 6770 (Sta. 637)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 6 of 13 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 1, 1945 State Oregon

Completion Date (Est.) March 31, 1946 Project No. ER-FAP 176 (9)

Estimated Total Cost Br. $ 6,3[illegible].75 Length: Miles .007

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 85 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 10,[illegible] |
| 3 | Bituminous mat. | Gal. | | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | 23 | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | 470 | | | | |

PR 46

**Bridge No. 6771 (Sta. 661)**

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 7 of 13 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 1, 1945 State Oregon

Completion Date (Est.) March 31, 1946 Project No. [illegible]-FAP 176 (9)

Estimated Total Cost Br. $ 15,245.45 Length: Miles .022

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 229 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 84,500 |
| 3 | Bituminous mat. | Gal. | | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | 70 | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | 1,010 | | | | |

[illegible] 46

**Bridge No. 6772 (Sta. 677)**

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 8 of 13 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 1, 1945 State Oregon

Completion Date (Est.) March 31, 1946 Project No. [illegible]-FAP 176 (9)

Estimated Total Cost Br. $ 25,031.30 Length: Miles .043

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 390 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 48,900 |
| 3 | Bituminous mat. | Gal. | | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | 80 | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | 2,[illegible] | | | | |

PR 46

Bridge No. 6773 (Sta. 691+50)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 9 of 13 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 1, 1945 State Oregon

Completion Date (Est.) March 31, 1946 Project No. OR-FAP 196 (9)

Estimated Total Cost Br. $ 13,105.00 Length: Miles .020

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 185 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 22,680 |
| 3 | Bituminous mat. | Gal. | | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | 44 | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | 1,580 | | | | |

PR 46

**Bridge No. 6774 (Sta. 7[illegible])**

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet **10** of **13** Sheets

## Estimate of Materials Required for Roadway
(To accompany P.S. & E.)

Starting Date (Est.) **June 1, 1945**

State **Oregon**

Completion Date (Est.) **March 31, 1946**

Project No. **[illegible]-FAP 176 (9)**

Estimated Total Cost **Br.** $ **14,651.45**

Length: Miles **.024**

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | [illegible] | | | | |
| 2 | Aggregates | Cy. | | 6 | Metal culvert pipe | Lb. | |
| 3 | Bituminous mat. | Gal. | | 7 | Reinforcing steel | Lb. | 27,[illegible] |
| 4 | Lumber | M. | 30 | 8 | Structural steel | Lb. | |
| 5 | Timber piling | Lft. | 1,[illegible] | 10 | Explosives | Lb. | |

PR 46

**Bridge No. 6775 (Sec. 739)**

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 11 of 13 Sheets

Estimate of Materials Required for Roadway
(To accompany P.S. & E.)

Starting Date (Est.) June 1, 1945

State Oregon

Completion Date (Est.) March 31, 1946

Project No. [illegible] 176 (9)

Estimated Total Cost Br. $ 12,159.48

Length: Miles .008

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 183 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 22,600 |
| 3 | Bituminous mat. | Gal. | | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | 40 | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | [illegible] | | | | |

No. 6776 (Sta. 738)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 12 of 13 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 1, 1945 State Oregon

Completion Date (Est.) March 31, 1946 Project No. [illegible]

Estimated Total Cost Br. $ 24,835.00 Length: Miles .043

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 400 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 43,[illegible] |
| 3 | Bituminous mat. | Gal. | | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | 80 | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | 2,640 | | | | |

PR 46

**Bridge No. 6777 (Sta. 704)**

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 13 of 13 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 1, 1945
State Oregon
Completion Date (Est.) March 31, 1946
Project No. ER-FAP 176 (9)
Estimated Total Cost Br. $ 17,527.10
Length: Miles .026

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 260 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 31,400 |
| 3 | Bituminous mat. | Gal. | | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | 60 | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | 1,800 | | | | |

## STEIWER HILL-ALBANY SECTION

## PROJECT NO. SN-FAP 176(9)

While negotiations for rights of way are in progress, seven parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be made fully available within fourteen days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

May 15, 1945

## BRIDGES ON SANTIAM RIVER - ALBANY SECTION

| Bridge No. | Unit | Price | 6774 | 6775 | 6776 | 6777 | 6726 | | Total |
|---|---|---|---|---|---|---|---|---|---|
| Station to Station | | | 727+14<br>728+40 | 738+40<br>739+65 | 757+50<br>759+80 | 783+40<br>784+87 | 975+87<br>977+13 | | |
| Description | | | 6-21<br>30'rdy.<br>3'6"swk. | 5-21<br>30'rdy.<br>3'6"swk. | 10-23<br>30'rdy.<br>3'6"swk. | 7-21<br>30'rdy.<br>3'6"swk. | 6-21<br>30'rdy.<br>3'6"swk. | | |
| Length | | | 126' | 105' | 230' | 147' | 126' | | |
| 1. Shoring, Cribbing, etc. | all | 11000 | | | | | | | |
| 2. Structural Excavation | cy. | 5.00 | 18<br>2<br>20 | 18<br>2<br>20 | 18<br>2<br>20 | 18<br>2<br>20 | 18<br>2<br>20 | 100 | 500.00 |
| 3. Structural Excavation below Elevations Shown | cy. | 10.00 | | | | | | | |
| 4. Furnish Treated Piles | l.f. | 1.25 | 1248<br>62<br>1310 | 840<br>40<br>880 | 2520<br>120<br>2640 | 1728<br>72<br>1800 | 1584<br>66<br>1650 | 7920<br>360<br>8280 | 10350.00 |
| 5. Drive Treated Piles | ea. | 18.00 | 48<br>0<br>48 | 42<br>0<br>42 | 72<br>0<br>72 | 54<br>0<br>54 | 48<br>0<br>48 | 264 | 4752.00 |
| 6. Treated Lumber | M-FBM | 130.00 | 32.5<br>3.5<br>36.0 | 28.1<br>2.9<br>31.0 | 58.0<br>6.0<br>54.0 | 38.7<br>4.3<br>43.0 | 33.5<br>2.5<br>36.0 | 190.8<br>19.2<br>200.0 | 26000.00 |
| 7. Seal Concrete | cy. | 25.00 | | | | | | | |
| 8. Class A Conc. | cy. | 30.00 | 129.5<br>8.3<br>137.8 | 109.2<br>7.0<br>116.2 | 232.5<br>15.0<br>247.5 | 151.0<br>9.7<br>160.7 | 129.5<br>8.3<br>137.8 | 751.7<br>48.3<br>800.0 | 24000.00 |
| 9. Metal Reinforcement | lb. | 0.07 | 26,000<br>1,200<br>27,200 | 21,600<br>1,000<br>22,600 | 46,800<br>2,300<br>49,100 | 29,900<br>1.500<br>31,400 | 26,000<br>1,200<br>27,200 | 150,300<br>7,200<br>157500 | 11025.00 |
| 10. Structural Steel | lb. | 0.10 | | | | | | | |
| 11. Metal Handrail | l.f. | 7.00 | | | | | | | |
| | | | | | | | | | 76627.00 |

## BRIDGES ON SKINNER HILL - SANTIAM RIVER SECTION

25 25

| Bridge No. | Unit | Price | 6769 | 6770 | 6771 | N<br>6772 | N<br>6773 | | Total |
|---|---|---|---|---|---|---|---|---|---|
| Station to Station | | | 614+40<br>614+82 | 636+85<br>637+23 | 660+45<br>661+60 | 678+50<br>680+80 | 691+05<br>692+10 | | |
| Description | | | 2-21<br>44' rdy. | 2-19<br>44' rdy. | 5-23<br>30' rdy.<br>3'6" swk. | 10-23<br>30' rdy.<br>3'6" swk. | 5-21<br>30' rdy.<br>3'6" swk. | | |
| Length | | | 42' | 38' | 115' | 230' | 105' | | |
| 1. Shoring, Cribbing, etc. | all | None | | | | | | | |
| 2. Structural Excavation | cy. | 5.00 | 18<br>2<br>20 | 18<br>2<br>20 | 18<br>2<br>20 | 18<br>2<br>20 | 18<br>2<br>20 | 90<br>10<br>100 | 500.00 |
| 3. Structural Excavation below Elevations Shown | cy. | 10.00 | | | | | | | |
| Furnish Treated Piles | l.f. | 1.25 | 675<br>25<br>700 | 450<br>20<br>470 | 966<br>44<br>1010 | 2160<br>100<br>2260 | 1512<br>68<br>1580 | 5763<br>237<br>6020 | 7525.00 |
| Drive Treated Piles | ea. | 18.00 | 25<br>0<br>25 | 25<br>0<br>25 | 42<br>0<br>42 | 72<br>0<br>72 | 42<br>0<br>42 | 206<br>0<br>206 | 3708.00 |
| Treated Lumber | M-FBM | 130.00 | 17.3<br>1.7<br>19.0 | 16.4<br>1.6<br>18.0 | 31.6<br>3.4<br>35.0 | 59.3<br>5.7<br>65.0 | 28.6<br>2.4<br>31.0 | 153.2<br>14.8<br>168.0 | 21840.00 |
| Seal Concrete | cy. | 25.00 | | | | | | | |
| Class A Concrete | cy. | 30.00 | 55.4<br>3.3<br>58.7 | 50.7<br>3.0<br>53.7 | 118.5<br>7.1<br>125.6 | 232.5<br>13.8<br>246.3 | 109.2<br>6.5<br>115.7 | 566.3<br>33.7<br>600.0 | 18000.00 |
| Metal Reinforcement | lb. | 0.07 | 10800<br>500<br>11300 | 9.700<br>500<br>10200 | 23400<br>1100<br>24500 | 46,700<br>2,200<br>48900 | 21600<br>1000<br>22600 | 112,200<br>5,300<br>117,500 | 8225.00 |
| Structural Steel | lb. | 0.10 | | | | | | | |
| etal Handrail | l.f. | 7.00 | | | | | | | |
| | | | | | | | | | 59,798.00 |

## BRIDGE OVER SANTIAM RIVER

Bridge No. 2541

Station to Station 709+83 718+93.08

Description 4-50,1-180,1-240 1-180 & 2-50

Length

| | Unit | Price | | |
|---|---|---|---|---|
| 10. Shoring, Cribbing, etc. | all | 11000 | all | 11000.00 |
| 2. Structural Excavation | cy. | 5.00 | 3600<br>400<br>4000 | 20000.00 |
| 3. Structural Excavation below Elevations shown | cy. | 10.00 | 0<br>200<br>200 | 2000.00 |
| 4. Furnish Treated Piles | l.f. | 1.25 | 0<br>0 | |
| 5. Drive Treated Piles | ea. | 18.00 | 0<br>0 | |
| 6. Treated Lumber | M-FBM | 130.00 | 0<br>0 | |
| 7. Seal Concrete | cy. | 25.00 | 650<br>50<br>700 | 17500 |
| 8. Class A Concrete | cy. | 30.00 | 2500<br>200<br>2700 | 81000 |
| 9. Metal Reinforcement | lb. | 0.07 | 360000<br>18000<br>378000 | 26460 |

## BRIDGE OVER SANTIAM RIVER

**Bridge No.** 2541

**Station to Station** 709+83<br>718+93.08

**Description** 4-50,1-180,1-240<br>1-180 & 2-50

**Length**

| | Unit | Price | | |
|---|---|---|---|---|
| 10. Structural Steel | lb. | 0.10 | 1,820000<br>80000<br>1,900000 | 190,000.00 |
| 11. Metal Handrail | l.f. | 7.00 | 1860<br>20<br>1880 | 13,160.00 |
| | | | | 361,120.00 |

Bridge No.
2525

## JEFFERSON JUNCTION OVERCROSSING

Station 842+04.5 to Station 845+87.65

383.15' Concrete Viaduct

| | Unit | Price | Net | Allowance | Gross | Amount |
|---|---|---|---|---|---|---|
| Shoring, Cribbing, Etc. | All | 2000 | all | 0.0 | all | 2,000.00 |
| Structural Excavation | cy. | 5.00 | 1000 | 100 | 1100 | 5,500.00 |
| Structural Excavation Below Elevations Shown | cy. | 10.00 | 0 | 100 | 100 | 1,000.00 |
| Class A Concrete | cy. | 30.00 | 1220 | 80 | 1300 | 39,000.00 |
| Metal Reinforcement | lbs. | 0.07 | 220,000 | 10,000 | 230,000 | 16,100.00 |
| Metal Handrail | l.f. | 7.00 | 810 | 10 | 820 | 5,740.00 |
| Copper | lb. | 1.00 | 220 | 20 | 240 | 240.00 |
| | | | | | Total Estimated Cost | 69,580.00 |

COMMISSION

May 15, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon SN-FAP 176(9), the Steiwer Hill-Albany Section of the Pacific Highway, U.S. 99, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Our concurrence in award of contract will be withheld pending advice that the pavement design is satisfactory for approval.

In preparing the project agreement estimate, it is requested that the heading show the end stations of each structure. Your attention is called to the error in the beginning station of the overcrossing, which should be 841+92.5 instead of 842+04.5.

The mileages shown on the P.S.& E. estimate appear to be in error and should be corrected when the project agreement estimate is submitted. We compute the roadway mileage to be 10.338 miles, as shown on the summary sheet, and the total mileage of the bridges to be .486 miles instead of .484 miles.

When submitting the project agreement, it should show the length of the bridges by types.

If required by our Washington Office, we assume you will agree to designating this an experimental project in accordance with your previous communications.

Very truly yours,

W. H. LYNCH
Division Engineer

By:

L. J. Caufield
Senior Highway Engineer

T.M. Profit.
Original sent to Mr. Baldock
copy sent to P. [illegible]

RECEIVED
FOR FILING

4-46

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

FAP 176(9)

Salem, Oregon
July 28, 1945

24-1109

SUBJECT:

To:

Mr. C. B. McCullough,
Assistant State Highway Engineer.

Dear Sir:

In connection with the complaint of G. H. Young, Route 1, Jefferson, that the highway crew had damaged his barn and killed a calf from blasting operations, I wish to advise that this work was the contractor's operation on the new construction of the Steiwer Hill-Albany, North Unit Section.

The contractor was unaware of any damage, since Mr. Young had made no complaint to anyone. When I advised him of the complaint he immediately went in search of a party by the name of Young, not knowing where this party lived, and accepted full responsibility for any damage if it was made clear that he had caused such damage. I understand he contacted Mr. Young and advised him that his insurance company would investigate and take care of the matter. It appears, however, that Mr. Young had no definite evidence of the demise of the calf except to show the superintendent the spot where the calf was supposed to be buried. I am sure the contractor or his insurance company will handle the matter.

Yours very truly,

F D Eason
F. D. EASON,
Division Engineer.

FDE:AM

NOTED
State Highway Engineer

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[illegible] 26 1945
FOR FILING

176-9

#7139

July 26, 1945

Mr. C. E. Young
Route 1, Box 68
Jefferson, Oregon

Cross Referenced To
Adm
Insurance
Prof. Damage

Dear Sir:

Receipt is acknowledged of your communication of recent date, advising that a highway crew in carrying on blasting operations had scattered a number of large stumps, one of which had made a large hole in your barn and one having killed a calf.

This operation of which you mentioned is being carried on by a contractor who is now engaged in grading the section of road mentioned. We are referring the matter to our Division Engineer for investigation and report.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

[illegible]

7

R.1- Box 68
Jefferson, Ore.

State Highway Dept.
Salem, Ore.

Gentlemen —

While the highway crew was blasting on the right way they scattered big stumps all over the place while one stump put a big hole in the roof of our barn and one killed a calf.

We want these things fixed up right away.

Yours truly,
G. H. Young

RECEIVED
JUL 24 1945
OREGON
STATE HIGHWAY COMMISSION

---

s, fully executed
were awarded to you
s, as follows:

ment, Inc.
South Unit,
Pacific High-

ment, Inc.
North Unit,
Pacific Hwy. East.

ies to the surety on your

ours

HIGHWAY COMMISSION

tary

RECEIVED
JUN 15 1945
FOR FILING

176-9

#2739

June 14, 1945

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We are sending you today, by express, fully executed copies of Contracts No. 2738 and No. 2739 which were awarded to you on May 29, 1945, by the State Highway Commission, as follows:

> Contract No. 2738 with Warren Northwest, Inc. covering grading and paving of the South Unit, Steiwer Hill-Albany Section of the Pacific Highway East, in Linn County.
>
> ✓ Contract No. 2739 with Warren Northwest, Inc. covering grading and paving of the North Unit, Steiwer Hill-Albany Section of the Pacific Hwy. East.

This copy is for your records and files.

We are also sending executed copies to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

RECEIVED
JUN 16 1945
FOR FILING

176-9

June 12, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on June 11, 1945, on Contract No. 2739, North Unit, Steiwer Hill-Albany, in connection with Federal Aid Project No. SN-U-A-FAP 176 (9).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

RECEIVED
JUN 5 - 1945
FOR FILING

FAP 176(9)

June 1, 1945

Warren Northwest, Inc.
P. O. Box 5073
Portland 13, Oregon

Gentlemen:

We are sending you today by express four copies of each of the following contracts which were awarded to you by the State Highway Commission on May 29, 1945:

✓ Contract No. 2739 covering grading and paving on North Unit, Steiwer Hill-Albany Section of the Pacific Highway East in Marion County for 3.92 miles.

Contract No. 2738 covering grading and paving for 5.93 miles on South Unit, Steiwer Hill-Albany Section of the Pacific Highway East in Linn County.

Kindly execute all four copies of each of these contracts as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy of each contract will be returned to you for your records and files. We will also send an executed copy of each contract to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, Page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformity therewith.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG rmr

4 copies of each contract [illegible] 6/1/45

RMK

RECEIVED
JUN 4 - 1945
FOR FILING

24-1109

May 31, 1945

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission on May 29, 1945, awarded you the following contracts:

# 2738 South Unit, Steiner-Hill-Albany Section of the Pacific Highway East in Linn County.

✓#2739 North Unit, Steiner Hill-Albany Section of the Pacific Highway East in Marion County.

These awards were based on your low combination bid of $772,724.50, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

cc: S.H.Probert
O.S.Paxson

DA-RM 93(1) Root Cr.-Siletz Sec., 1945
Siletz Secon. Hwy.
#2740

RECEIVED
SEP 16 1946
FOR FILING

DA-RM 93-1

September 10, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of September 4, 1946, we are enclosing four copies of excerpt from the minutes of the meeting of the Highway Commission on October 29, 1945, granting a time extension to October 20, 1945 for Contract No. 2740, Rocky Creek-Siletz Section, Project No. DA-RM 93 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

RECEIVED
SEP 11 1946
FOR FILING

DA-RM 93-1

September 10, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of September 4, 1946, we are enclosing four copies of excerpt from the minutes of the meeting of the Highway Commission on October 29, 1945, granting a time extension to October 20, 1945 for Contract No. 2740, Reets Creek-Siletz Section, Project No. DA-RM 93 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

RECEIVED

R H Baldock

## EXCERPT FROM MINUTES OF MEETING ON OCTOBER 29, 1945

## OF THE OREGON STATE HIGHWAY COMMISSION

E. C. Hall Company, Contract No. 2740, for surfacing the Root Creek-Siletz Section of the Siletz Secondary Highway in Lincoln County, requested an extension of time of 20 days, from September 30 to October 20, 1945, within which to complete this job. They alleged that it was impossible to operate their plant to capacity due to extremely difficult conditions encountered in quarry operations, which accounted for the over-running of the time limit. The Engineer advised that the contractor's statement as to the reason for failure to complete the project within the specified time limit is substantially correct, that, everything considered, the work proceeded in a very satisfactory manner. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

RECEIVED

ONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

September 4, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In our review of the final voucher for Oregon Project No. DA-RM 93(1), Roots Creek - Siletz Section of the Siletz Highway, we do not find that copies of the minutes of the meeting of the Highway Commission granting a time extension were attached.

Would you please forward these at your earliest convenience?

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer

RECEIVED
SEP 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 9 1946
FOR FILING

DA-RM 93-1

April 8, 1946

Maryland Casualty Co.,
Hansen & Rowland, Inc., Agents
Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2740 for work on the Roots Creek-Siletz Section of the Siletz Secondary Highway, in Lincoln County, has been completed by the contractor, E. C. Hall Co., and that final payment in the amount of $2,893.80 will be made on or after April 18, 1946.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $93,371.47, of which amount $394.44 represents the amount of force account items. This contract was completed on October 8, 1945, and accepted by the Commission on February 25, 1946.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

NOTED ON CARD

gl 4-8-46, gl

DA-RM 93-1

RECEIVED
APR 11 1946
FOR FILING

R. H. Baldock

April 2nd, 1946

## FINAL COST ANALYSIS
Rock Surfacing

Rock Creek-Siletz
Contract #2740
E. C. Hall Co., Contractors

Siletz Secondary Highway
Prefix 121-1015
S. F. Walters, Resident Engineer

| Item | Cost | Quantity | Unit | Unit Cost | Unit Bid | Gross Revenue |
|---|---|---|---|---|---|---|
| Struct. Exc., Unclassified | $455.68 | 318.09 | Cu. Yd. | $1.43 | $3.45 | $1,097.41 |
| 18" Concrete Culvert Pipe | 1,578.42 | 585 | Lin. Ft. | 2.70 | 3.40 | 1,989.00 |
| 3"-0" Cr. Rock in Surf. | 48,362.40 | 20,161 | Cu. Yd. | 2.40 | 2.55 | 51,410.55 |
| 3/4"-0" Cr. Rock in Surf. | 23,646.38 | 9,902 | " " | 2.40 | 2.70 | 26,735.40 |
| Sprinkling | 1,453.18 | 814.8 | M-Gal. | 1.78 | 2.00 | 1,629.60 |
| 3"-0" Cr. Rock in S.P. | 3,831.48 | 2,027.24 | Cu. Yd. | 1.89 | 2.45 | 4,966.74 |
| 3/4"-0" Cr. Rock in S.P. | 3,887.82 | 2,057.05 | " " | 1.89 | 2.60 | 5,348.33 |
| Force Account | 177.18 | | | | | 194.44 |
| | $83,392.54 | | | | | $93,371.47 |

| | |
|---|---|
| Gross Revenue | $93,371.47 |
| Total Cost | 83,392.54 |
| Net Profit | $9,978.93 |

Net Profit Equals 10.7% of Gross Revenue

NOTED
State Highway Engineer

## Root Creek-Siletz

## Detail of Cost

|  |  |  |
|---|---|---|
| **Labor:** |  |  |
| Supervision (Supt. & Timekeeper) | $2,930.00 |  |
| Labor | 27,858.01 |  |
| State Industrial Accident Insurance | 769.70 |  |
| Unemployment Insurance | 923.64 |  |
| Social Security | 307.88 |  |
|  |  | $32,789.23 |
| **Materials:** |  |  |
| 18" Conc. Culv. Pipe 590 Lin. Ft. at $1.67 | $985.30 |  |
|  |  | 985.30 |
| **Equipment Rental & Misc. Expense:** |  |  |
| Equipment Rental | $19,241.00 |  |
| Hired Trucks (Not Incl. Drivers) | 14,063.44 |  |
| Gas, Oil & Grease | 4,238.80 |  |
| Move In, Freight & Cartage | 1,506.29 |  |
| Misc. Supplies & Small Tools | 972.60 |  |
| Explosives | 3,717.30 |  |
| Drill Steel | 1,172.18 |  |
| Public Liability Insurance | 307.88 |  |
| Bond | 932.76 |  |
| Field Office Expense | 667.49 |  |
| Home Office & General Overhead - 3% of Gross Revenue | 2,798.27 |  |
|  |  | 49,618.01 |
|  |  | $83,392.54 |

## Root Creek-Siletz

### Breakdown of Crushing Costs

| | Cost | Quantity | Unit Cost |
|---|---|---|---|
| Move In and Set Up | $3,167.89 | 34,147 Cu. Yd. | $0.092 |
| Develop Quarry | 1,998.00 | " " " | 0.059 |
| Drill & Shoot | 10,649.97 | " " " | 0.312 |
| Load in Quarry | 6,106.89 | " " " | 0.179 |
| Haul to Crusher | 5,909.00 | " " " | 0.172 |
| Crushing | 16,682.99 | " " " | 0.488 |
| Proratable Expense, Bond & Overhead | 9,512.68 | " " " | 0.280 |
| | $54,027.42 | 34,147 Cu. Yd. | $1.582 |
| Haul to Road, Av. 4.5 Miles | $19,089.31 | 30,063 Cu. Yd. | $0.636 |
| Handle on Road | 5,477.42 | " " " | 0.182 |

Hauling Costs on Surfacing Rock - $0~~.12~~.14 per Yd. Mi.

### Sizes Crushed

| | |
|---|---|
| 3" - 0 | 22,178.23 Cu. Yd. |
| 3/4" - 0 | 11,942.05 " " |
| | 34,120.29 Cu. Yd. |

Plant Operated - 684 Hours

Av. Production - 50 Cu. Yd. per Hour

## Root Creek-Siletz

**Remarks:**

This contract, which required the placing of a crushed rock surface on an 11.10-mile section of the Siletz Secondary Highway, was bid on May 29th, 1945 and awarded on June 4th, 1945. The contractor started work on June 4th, and completed on October 8th, 1945.

The contractor elected to use the designated quarry which was situated on the C. D. Johnson Lumber Company's property 1.5 miles north of the highway at M.P. 17.5. The hauling road to the quarry was quite steep and required some improvement. The quarry had been opened by the lumber company, but there was some expense on preparatory work and grading the plant site which was a quarter of a mile from the quarry. Both the coyote hole and the down hole methods were used in shooting the quarry, and the rock broke quite large. Although the contractor had a 24" x 36" primary crusher and did considerable reshooting, there was some wastage of the larger fragments. A 1½-yard shovel loaded the rock in the quarry, and from four to five 4-yard trucks hauled to the plant.

A large portable crushing plant containing a 24" x 36" jaw primary crusher, two 36" gyratory recrushers, two 22" x 40" rolls, two 120 h.p. and three 100 h.p. diesel motors, was moved to the job, and it was set up and operating in 16 days. An unusual feature of this plant was a specially designed automatic feeder approximately 40 feet long which eliminated the necessity of constructing a ramp. The feeder also had a hopper which permitted the dumping of an entire truckload at one time and also handled the maximum size of rock fragments which could be fed into the primary crusher. The plant was operated for 684 hours and produced 34,120 cu. yds. of crushed rock at an average of 50 yds. per hour. The haul on the surfacing rock averaged 4½ miles, and the stockpile haul was 1.5 miles. Hauling costs were high due to the extremely steep grade on the 1.5-mile hauling road from the plant to the road which reduced truck speeds. As the hired hauling trucks were at times unable to haul the rock as fast as it was produced, the contractor was forced to stockpile and rehandle some of the material, which increased his costs.

Although the contractor operated in a difficult quarry, the plant was in good condition and was well handled, and the production was consistent which, with adequate bid prices, made him a fair profit on the job.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
JAN 4 1946
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RA 93(1)

January 3, 1946

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents
Title & Trust Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. C. Hall Company, on contract No. 2740, covering surfacing on the Roots Creek-Siletz Section of the Siletz Secondary Highway, in Lincoln County. This payment, in the amount of $5,359.69, will be made on or after January 14, 1946. The retained percentage is $2,798.26.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Oscar Cutler
Acting Secretary

gl

NOTED ON CARD
1-3-46 gl

Form E-1—5M—6-44

DA-RM 93 (1)

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 22, 1945, 19

Section Roots Creek Siletz

Kind of work Surfacing

Highway Siletz Secondary

Section prefix 121-1015

Contractor E.C.Hall Co.

Contract number 2740

Date of contract June 4, 1945, 19

Date of completion Sept. 30, 1945, 19

Date work started June 4 , 1945, 19

Estimated date of completion ............, 19

Amount of contract . . . . . . . . . $ 92,014

Per cent of time elapsed ............%

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . $ 93, 576

Per cent of contract completed, based on total contract price . . . . . . . . . . . 100 %

Engineering cost to date, $ 4,000 , ............%

Date project was completed 10-8-45, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT

Completed E.W.O. and shipped estimate.

NOTED
H. G. SMITH

NOTED
RAY WEBBER

RECEIVED
DEC 24 1945
OFFICE OF

NOTED
E. [illegible]

NOTED
E. A. PEASE

Signed S Walters

Address Newport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  |  |  |
| Total estimated quantities |  |  |  |  |  |
| Estimated quantities moved or placed to date |  |  |  |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Percentages of men employed on contract to be secured from:

.............................. County, ........%; .............................. County, ........%; .............................. County, ........%; .............................. County, ........%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels ............., Power graders ............., Rollers ............., Mixers ............., Crushing or screening plants .............

Compressors ............., Buildozers ............., Sheep-foot rollers ............., . . . . . ............., . . . . . ............., . . . . . .............

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday |  |  |  |
| Monday |  |  |  |
| Tuesday |  |  |  |
| Wednesday |  |  |  |
| Thursday |  |  |  |
| Friday |  |  |  |
| Saturday |  |  |  |

STATE PRINTING DEPT.

DA-RM 93

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
DEC 18 1945
FOR FILING

December 11, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-RM 93, Roots Creek-Siletz Section of the Siletz Highway, was made by a representative of this office on October 23, 1945.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
DEC 13 1945
OREGON
STATE HIGHWAY COMMISSION

Jon

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NOV 7 1945
FOR FILING

SA-RM 93-1

November 6, 1945

E. C. Hall Company
Rte. #6, Box 630
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on October 29, 1945, granted you the extension of time requested, from September 30 to October 20, 1945, without penalty, in connection with contract No. 2740 for surfacing on the Rocky-Creek-Siletz Section of the Siletz Secondary Highway, Lincoln County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl

cc: F. D. Mason
Division Engineer

RECEIVED
OCT 24 1945
FOR FILING

RA-FM 93-1

October 20th, 1945

Mr. T. H. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time to the E. C. Hall Company on their Contract No. 2740, Rd-FM 93(1), Rock Creek-Siletz Section of the Siletz Secondary Highway, from September 30th, 1945 to October 8th, 1945.

I recommend that the extension of time be granted without penalty on account of the inability to get sufficient labor for multiple shift operations. The quarry was tough and hauling conditions difficult. Everything considered the work proceeded in a satisfactory manner, and a very good surfacing job resulted.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

R

cc to: H. G. Smith

RECEIVED
[illegible] 18 1945
FOR FILING

DA-RM 93-1

October 15, 1945

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval is Extra Work Order No. 1, covering disposal of slough material from ditches along Euchre Mountain grade, M.P. 17.7 to 18.0, on Project DA-RM 93 (1), Roots Creek-Siletz Section of the Siletz Secondary Highway in Lincoln County, Contract No. 2740.

Verbal approval was given for this work by Mr. Davis, October 1, 1945.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Dictated by D. B. Parkes/GS

Encl.

Form E-1—5M—6-44

DA-RM 93-1

## OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 13, 1945, 19

Section Roots Creek-Siletz

Kind of work Surfacing

Highway Siletz Secondary

Section prefix 121-1015-[illegible]x

Contractor E.C.Hall Co;

Contract number 2740

Date of contract June 4, 1945, 19

Date of completion Sept. 30, 1945, 19

Date work started June 4, 1945, 19

Estimated date of completion Oct., 19

Amount of contract $ 92,014

Per cent of time elapsed 107 %

Estimated cost of completed project, exclusive of engineering $ 94,000

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 5800, %

Date project was completed Oct. 8, 1945, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed project Monday and will probably complete taking down plant today. Check will be made Monday. Survey party in office Thursday and Sat. Morn. on rock books for final.

RECEIVED
OCT 15 1945

NOTED
E A PEASE

Signed S J Walters

Address Newport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

........ County, ....%; ........ County, ....%; ........ County, ....%; ........ County, ....%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ........, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants ........

Compressors ........, Bulldozers ........, Sheep-foot rollers ........, . . . . . . ........, . . . . . . ........, . . . . . . ........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

STATE PRINTING DEPT.

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SEP 27 1945
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
[illegible]
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-RM 93-1

September 25, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-RM 93(1)
Root Creek-Siletz Section
Siletz Secondary Highway.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above-numbered project.

Very truly yours,
R. M. Davis
District Engineer

~~By~~

~~Sr. Highway Engineer~~

Encl.

RECEIVED
SEP 26 1945
OREGON
STATE HIGHWAY COMMISSION

Lon

WA41. 20777

Form P. R. 2

State **Oregon**

Project No. **DA-RM 93(1)**

# PROJECT AGREEMENT

---

MEMORANDUM OF AGREEMENT made this 3rd day of August, 1945

by and between **The Oregon State Highway Commission**

, constituting

for the purpose hereof, the Highway Department of the State of **Oregon** hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: **and the Defense Highway Act of 1941**

Whereas the Highway Department of said State submitted on the ______ day of ______, 19___, a project statement, which was approved on the ______ day of ______, 19___, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Section~~ ______ ~~of~~ said project which were recommended for approval by the ~~Dis-~~ **Division** ~~trict~~ Engineer of the Public Roads Administration on the **15th** day of **May** 19**45**; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of **fifty-six thousand, six hundred twenty and 00/100** dollars ($**56,620.00**) as the share of the United States payable under said act on account of ~~Section~~ ______ ~~of~~ said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

## FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds made available for the construction of access roads (Include date and citation of act of legislature by which authorized) under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress). Any part of the cost of the project not so financed shall be made available in the following manner: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

(b) From other sources

(State how placed under direct control of Highway Department)

## ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between mile post 13.00 in Section 6, T. 9 S., R. 10 W. and mile post 24.10 in Section 9, T. 10 S., R. 10 W.

, length 11.10 miles, in Lincoln County,

being [illegible] xx Oregon Defense Access project No. DA-RM 93(1), consisting of

11.10 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible].

10—11279 GPO

WA43. 20777

Form P. R. 2

State Oregon

Project No. DA-RM 93(1)

# PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 3rd day of August, 1945 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: and the Defense Highway Act of 1941

Whereas the Highway Department of said State submitted on the ______ day of ______, 19____, a project statement, which was approved on the ______ day of ______, 19____, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for ~~Section~~ ______ ~~of~~ said project which were recommended for approval by the ~~District~~ Division Engineer of the Public Roads Administration on the 15th day of May 1945; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty-six thousand, six hundred twenty and 00/100 dollars ($56,620.00) as the share of the United States payable under said act on account of ~~Section~~ ______ ~~of~~ said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of AUG 27 1945, 19__

**OREGON STATE HIGHWAY COMMISSION**
(Official title of Highway Department)

By T H Banfield
**Chairman, State Highway Commission**
(Title of officer)

By ____________________
**Member, State Highway Commission**
(Title of officer)

By M R Chessman
**Member, State Highway Commission**
(Title of officer)

By ____________________
____________________
(Title of officer)

By ____________________
____________________
(Title of officer)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

Attest
H B Glaisyer
TARY

FEDERAL WORKS ADMINISTRATOR,

By W J O'Leary
*Acting Commissioner of Public Roads.*

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 2—Revised

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

# CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

*(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)*

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-RM 93(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 90,605.40 as the total estimated cost of said project, and the sum of $ 56,620.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______________________ one thousand nine hundred and AUG 27 1945

FEDERAL WORKS ADMINISTRATOR,

By ______________________
*Acting Commissioner of Public Roads.*

U. S. GOVERNMENT PRINTING OFFICE 16—10130-1

RECEIVED
AUG 13 1945
FOR FILING

DA-KM 93-1

Aug. 13, 1945.

Emergency Truck Tire Panel,
Office of Price Administration,
Bedell Building,
Portland 4, Ore.

Dear Sirs:

Mr. Robert Gladwill who has a four yard dump truck has a sub-contract with E. C. Hall Company principal contractor for hauling crushed rock. A total of 34,000 cubic yards of crushed rock is required in the project and the crushed rock must be hauled an average distance of 4½ miles over mountain roads.

This crushed rock is required by the Oregon State Highway Commission for the resurfacing of a section (11.1 miles in length) of the Siletz Highway which broke up badly last winter under the heavy logging traffic. Due to the request of the logging industries and the urgent need for immediate repair of this section of the Siletz Highway, the project was approved by the War Production Board and the Public Roads Administration and State Highway Contract No. 2740, DA-KM ~~39~~(1) 93-1 was awarded June 4, 1945.

The project is now under construction and is about 25% complete. It is imperative that the project be completed before the rainy season starts as the logging companies will be unable to haul during the winter.

Mr. Robert Gladwill who is doing part of the hauling is unable to operate efficiently due to a shortage of tires and unless he is able to procure some tires soon will be unable to operate.

We will appreciate it very much if you will rate his application sufficiently high so that he may obtain sufficient tires to continue operation as this project must be finished before the rainy season starts.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

H

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
~~[illegible]~~
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-RM 93(1)

July 30, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon Timber Road Project No. DA-RM 93(1).

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Special provisions, page 8, "Alterations in Details of Construction," include a revision which had been proposed by the State for the Standard Specifications which permits adjusting the unit prices by supplemental agreement for any alterations which involve an increase or decrease of 25 percent or less of the original contract amount. This special provision was disapproved. Approval of the P.S.and E. is with the understanding that Federal funds will not participate in any adjustments in unit prices resulting from invoking this special provision.

Very truly yours,

T. M. Davis

T. M. DAVIS
District Engineer

Encls.

RECEIVED
JUL 31 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 19 1945
FOR FILING

DA-RM 93-1

July 14, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing seven copies of estimate as basis for project agreement for the Rocks Creek-Siletz Section, Project No. DA-RM 93 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS

Encl.

Oregon State Highway Department

Federal Access Road
Project No. FA-SS 93 (1)

## ROCK CREEK-SILETZ SECTION OF THE
## SILETZ SECONDARY HIGHWAY IN LINCOLN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 14, 1945

| | | | | |
|---|---|---|---|---|
| All Required | | Preliminary Engineering | | $ 500.00 |
| 320 | cu. yds. | Structural Excavation, Unclassified | $3.45 | $ 1,104.00 |
| 650 | lin. ft. | 18" Concrete Pipe | 3.40 | 2,210.00 |
| 20,000 | cu. yds. | 3" - 0" Rock in Surfacing | 2.55 | 51,000.00 |
| 10,000 | cu. yds. | 3/4" - 0" Rock in Surfacing | 2.70 | 27,000.00 |
| 300 | M-gals. | Sprinkling | 2.00 | 600.00 |
| | | Subtotal | | $81,914.00 |
| | | 10% Engr. & Cont. | | 8,191.40 |
| | | Total | | $90,105.40 |

Length 11.100 miles
Cost per mile $ 8,117.60

### SUMMARY OF COSTS

| Item | Total Cost | Federal Access Road Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 500.00 | $ 312.00 | $ 188.00 |
| Construction | 90,105.40 | 56,308.00 | 33,797.40 |
| | $90,605.40 | $56,620.00 | $33,985.40 |

State Funds for Construction: Chap. 175, laws 1917; Chap. 51, laws 1920; Chap. 529, laws 1939.

May 16, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement, and three copies of Form PR 46 to accompany plans and specifications for the Rocky Creek-Siletz Section, Project No. DA-RM 93 (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

Dictated by J. W. Nash/ER

Oregon State Highway Department

Federal Access Road
Project No. DA-[illegible] 93 (1)

## [illegible] CREEK-SILETZ SECTION OF THE

## SILETZ SECONDARY HIGHWAY IN LINCOLN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 15, 1945

| | | | | |
|---|---|---|---|---|
| All Required | | Preliminary Engineering | | $ 500.00 |
| 320 | cu. yds. | Structural Excavation, Unclassified | $ 2.00 | $ 640.00 |
| 650 | lin. ft. | 18" Concrete Pipe | 3.00 | 1,950.00 |
| 20,000 | cu. yds. | 3" - 0" Rock in Surfacing | 2.50 | 50,000.00 |
| 10,000 | cu. yds. | 3/4" - 0" Rock in Surfacing | 2.75 | 27,500.00 |
| 300 | M-gals. | Sprinkling | 2.00 | 600.00 |
| | | | Subtotal | $80,690.00 |
| | | | 10% Engr. & Cont. | 8,069.00 |
| | | | Total | $88,759.00 |

Length 11.100 miles
Cost per mile $ 7,996.31

Summary of Costs:

| | |
|---|---|
| Preliminary Engineering | $ 500.00 |
| Construction | 88,759.00 |
| | $89,259.00 |

Basis of Cooperation: State 37.5%, Government 62.5%

# ROOTS CREEK-SILETZ SECTION

## PROJECT NO. DA-RM 93

All necessary rights of way have been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

May 16, 1945

PR 46

**Rock Creek-Siletz**

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) July 10, 1945
State Oregon
Completion Date (Est.) Sept. 30, 1945
Project No. DA-RM 93 (1)
Estimated Total Cost Roadway $ 89,250.00
Length: Miles 11.100

| Code | Material Item | Unit | Quantity | Code | Material Item | Unit | Quantity |
|---|---|---|---|---|---|---|---|
| 1 | Cement | Bbl. | 40 | 6 | Metal culvert pipe | Lb. | |
| 2 | Aggregates | Cy. | | 7 | Reinforcing steel | Lb. | 1,700 |
| 3 | Bituminous mat. | Gal. | | 8 | Structural steel | Lb. | |
| 4 | Lumber | M. | | 10 | Explosives | Lb. | |
| 5 | Timber piling | Lft. | | | | | |

RECEIVED
JUL 18 1945
FOR FILING

DA-RM 93-1

July 10, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith, for your consideration and approval, is order for State force work covering the blasting and removing of large stumps close to roadbed and removal of large roots from under roadbed on the Roots Creek-Siletz Project, DA-RM 93 (1).

This work necessary to eliminate wicking of water under roadbed.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

RECEIVED
JUL 10 1945
FOR FILING

DA-RM 93(1)

July 10, 1945

E. C. Hall Co.
Rte 6, Box 630
Portland, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2740 which was awarded to you on May 29, 1945, by the State Highway Commission, covering 11.10 miles of surfacing on the Roots Creek-Siletz Section of the Siletz Secondary Highway in Lincoln County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG gl

Contract Sent by Express – 7-10-45
G. L.

RECEIVED
JUN 6 - 1945
FOR FILING

DA-RM 93(1)

June 5, 1945

E. C. Hall Company
Rte. 6, Box 630
Portland, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2740, which was awarded to you by the State Highway Commission on May 29, 1945, covering the Root Creek-Siletz Section of the Siletz Secondary Highway. Federal Access Road Project No. DA-RM 93 (1). For 11.05 miles of surfacing, also furnishing of crushed rock in stockpiles.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contraft in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

4 copies of Contract sent by Express 6-5-45
G.L.

RECEIVED
JUN 8 - 1945
FOR FILING

DA-RM 93-1

June 4, 1945

Mr. H. A. Ketterman
United States Employment Service
300 Central Building
Portland 5, Oregon

Dear Sir:

We are mailing, under separate cover, one copy of E. C. Hall Company's Contract No. 2740 on the Boots Creek-Siletz Section of the Siletz Secondary Highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dict. by J. Rhodes/GS

cc R. H. Clymer

RECEIVED
JUN 5 - 1945
FOR FILING

DA - RM 93 (1)

June 4, 1945

E. C. Hall Company
Route 6, Box 630
Portland, Oregon

Gentlemen:

The State Highway Commission has today awarded you the contract for the construction of the Rock Creek-Siletz Section of the Siletz Secondary Highway, in Lincoln County. This award was based on your low bid of $92,014.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

OREGON STATE HIGHWAY COMMISSION

amc

cc S. H. Probert

| CLASS OF SERVICE DESIRED | | | |
|---|---|---|---|
| DOMESTIC | | CABLE | |
| TELEGRAM | | ORDINARY | |
| DAY LETTER | | URGENT RATE | |
| SERIAL | | DEFERRED | |
| OVERNIGHT TELEGRAM | | NIGHT LETTER | ✓ |
| SPECIAL SERVICE | | SHIP RADIOGRAM | |

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

RECEIVED
JUL 31 1945
FOR FILING

AGENDA
JUL 9 1945

5-i

# COPY OF
# WESTERN UNION TELEGRAM

Get confirmation

Cont #2740

DA-RM 93-1

SALEM, OREGON
JUNE 4, 1945

E. C. HALL COMPANY
~~[illegible]~~
~~[illegible]~~
Portland Oregon

STATE HIGHWAY COMMISSION HAS TODAY AWARDED YOU CONTRACT FOR CONSTRUCTION OF ROOT CREEK-SILETZ SECTION OF SILETZ SECONDARY HIGHWAY BASED ON BID SUBMITTED MAY 29, 1945. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER, SECRETARY
OREGON STATE HIGHWAY COMMISSION

File ✓

M

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YOURTEL CONCUR DA-RM93(1)

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

---

PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

REQUEST YOUR CONCURRENCE AWARD TODAY CONTRACT FOR ROOTS CREEK-SILETZ TIMBER ACCESS ROAD PROJECT TO E. C. HALL CO.

R. H. BALDOCK

DA-RM 93(1)

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

RECEIVED
JUN 5 - 1945
FOR FILING

# WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1201

(21)

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PR117 LG GOVT PD=PORTLAND ORG 4 102P

1945 JUN 4 PM 1 28

R H BALDOCK=
STATE HIGHWAY ENGINEER=SM=

AS REQUESTED YOURTEL TODAY WE HEREBY CONCUR IN AWARD CONTRACT OREGON DA-RM93(1) TO E C HALL CO WHO SUBMITTED LOW BID=

:DAVIS.

YOURTEL CONCUR DA-RM93(1).

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

---

PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

REQUEST YOUR CONCURRENCE AWARD TODAY CONTRACT FOR ROOTS CREEK-SILETZ TIMBER ACCESS ROAD PROJECT TO E. C. HALL CO.

R. H. BALDOCK

*Charge to the account of* ______________________ $ ________

| CLASS OF SERVICE DESIRED | | | |
|---|---|---|---|
| DOMESTIC | | CABLE | |
| TELEGRAM | X | ORDINARY | |
| DAY LETTER | | URGENT RATE | |
| SERIAL | | DEFERRED | |
| NIGHT LETTER | | NIGHT LETTER | |

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

# WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1217

RECEIVED
JUN 5 - 1945
FOR FILING

| |
|---|
| CHECK |
| ACCOUNTING INFORMATION |
| TIME FILED |

*Send the following telegram, subject to the terms on back hereof, which are hereby agreed to*

FOR VICTORY
BUY
WAR BONDS
TODAY

SALEM, OREGON
JUNE 4, 1945

W. H. LYNCH
DIVISION ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

REQUEST YOUR CONCURRENCE AWARD TODAY CONTRACT FOR ROOTS CREEK-SILETZ TIMBER ACCESS ROAD PROJECT TO E. C. HALL CO.

R. H. BALDOCK

RECEIVED
24 1945
FOR FILING

DA-RM 93(1)

May 16, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement, and three copies of Form PR 46 to accompany plans and specifications for the Roots Creek-Siletz Section, Project No. DA-RM 93 (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

Dictated by J. W. Nash/ER

DA-RM 93

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

RECEIVED
FOR FILING

May 4, 1945.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

On April 2, 1945 we authorized you to proceed with the preliminary engineering on the Siletz Timber Access Road Extension, Oregon Project DA-RM-93.

We have now been notified that this project has been certified by the War Production Board and approved by the Commissioner, with $53,000 of Federal funds reserved. The reduction in Federal funds was made because we are unable to participate in the cost of stock pile maintenance rock. As we understand it the 37-1/2% offered of State cooperation will now apply to only those things actually incorporated into the project which will be true of the Federal funds as well. Non-participating State funds should apparently be used for any stock pile rock. Please include your preliminary engineering charges in the agreement estimate for DA-RM-93 rather than against the temporary survey account of DA-RM-82.

You are accordingly notified that we are prepared to authorize advertisement upon the approval of satisfactory PS&E and further provided that right of entry for all rights-of-way not acquired is first obtained.

Very truly yours,

W. H. LYNCH,
Division Engineer

By L J Caufield
L. J. Caufield,
Senior Highway Engineer.

State Highway Engineer
NOTED

Copy sent with Probert

RECEIVED
MAY 5 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 20 1945
FOR FILING

Const
Projects
access Roads

March 16, 1945

DA-RM93-1

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

With reference to the consideration now being given to a timber access road project to strengthen the surfacing on the Siletz Secondary Highway in Lincoln County, our recommendations are as follows:

1. That the project extend from Rock Creek (MP 12.95) to Siletz (MP 24.10), a distance of 11.15 miles.

2. That the improvement be a two course resurfacing job, the base course to be of 3" - 0" crushed rock of thicknesses varying from 3 inches to 7 inches, depending on subgrade conditions, and the top course to be of 1" - 0" crushed rock 2½ inches in thickness.

Two sources of rock appear to be available for the work. One of these is located about 2.3 miles east of MP 12.95 and the other about 1.5 miles from MP 17.5.

Our estimate of the cost of project is as follows:

| | | |
|---|---|---|
| Preliminary Engineering- - - - - - - - - - - - - - - - | | $ 500 |
| Construction: | | |
| 22,300 cu. yds. Base Rock at $2.65 | $59,095 | |
| 11,150 " " Top Rock at 2.80 | 31,220 | |
| | | 90,315 |
| Engineering and contingencies- - - - - - - - - - - - | | 9,031 |
| Total - - - - - - - - - - - - - - | | $99,846 |

RECEIVED

We are agreeable to assuming responsibility for the contracting and engineering of the work in accordance with the usual federal aid procedure, with the understanding that the cost is to be shared 62½ per cent by the Federal Government and 37½ per cent by the State.

A few copies of a sketch map showing the location of the project are being sent herewith.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

[illegible]

6-4209 Hall Lake Drainage Change
Oregon Coast Highway 1945
#2741

RECEIVED
APR 9 1946
FOR FILING

6 - 4209

April 8, 1946

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents
Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2741 for work on the Hall Lake Drainage Change Project on the Oregon Coast Highway, in Coos County, has been completed by the contractor, Coos Bay Dredging Co. Inc., and that final payment in the amount of $500. will be made on or after April 18, 1946.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $6,579.14, and that no force account work was performed therein. This contract was completed on January 8, 1946, and accepted by the Commission on February 25, 1946.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
4-8-46, gl

H. B. Glaisyer
Secretary

gl

RECEIVED
MAR 4 1946
FOR FILING

6-4209

March 2, 1946

Coos Bay Dredging Co., Inc.
Box 217
Coos Bay
Oregon

Gentlemen:

The State Highway Commission, at its meeting on February 25, 1946, granted you the extension of time requested, from January 3, 1946 to January 8, 1946, without penalty, in connection with contract No. 2741 for drainage change on the Hall Lake Drainage Change Project on the Oregon Coast Highway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

cc: K. D. Lytle

RECEIVED
FEB 11 1946
FOR FILING

6-4209

February 9, 1946

Coos Bay Dredging Company
Box 217
Coos Bay, Oregon

Attention: Mr. Jack McLeod

Gentlemen:

Your letter of February 2, to Mr. R. E. Umphlette, Engineer on the Hall Lake Drainage Project, regarding the amount of $500.00 retained on estimate No. 2, Semi-final, Contract No. 2741, has been referred to this office.

This semi-final estimate payment is not a final payment on the contract. As stated in section 4, paragraph 1, page 26 of the Standard Specifications for State Highway Construction, 5% of all completed work (or $750.00, whichever is the larger amount) is retained until the contract has been accepted by the Highway Commission, and a final check of the engineer's field data has been made. Owing to the amount involved and nature of the work on this contract, we have retained $500.00 instead of the usual $750.00. Final payment will be made as soon as possible after acceptance of the contract and final check has been made.

Very truly yours,

R. H. Baldock
State Highway Engineer

DHP:OS

cc to R. E. Umphlette

PHONE 140

Coos Bay Dredging Co.
JACK McLEOD PRESIDENT
GENERAL CONTRACTORS
SAND AND GRAVEL

Coos Bay, Oregon

February 2, 1946.

Re: Cont. 2741 - Est. 2 S.F.

S. H. Probert
Mr. ~~E. E. Umphlette, Engineer~~,
Oregon State Highway Commission,
Salem,Oregon.

~~Dear Mr. Umphlette:~~

This will acknowledge receipt of Warrant in the amount of $672.95 in payment of contract on Hall Lake Drainage Change Project.

It appears that there is an amount of $500.00 still due us on this contract. This sum was retained by you on Warrant for period covered September 17, to October 15, 1945.

We are holding the Warrant and Semi-Final Estimate until we hear from you.

Yours very truly,

COOS BAY DREDGING COMPANY

By Jack McLeod

JM/gm

RECEIVED

FOR FILING

6-4209

January 21, 1946

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents
Title & Trust Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Coos Bay Dredging Co. Inc., on contract No. 2741, covering drainage change on the Hall Lake Drainage Change Project in Coos County. This payment, in the amount of $672.95, will be made on or after January 31, 1946. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
H. B. Glaisyer
Secretary

gl

NOTED ON CARD

1-21-46 gl

Form E-1—5M—6-44

RECEIVED
[illegible] 14 1946

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan. 12, 1946

Section Hall Lake Drainage Change Project

Kind of work Drainage Change

Highway Oregon Coast

Section prefix 6-4209

Contractor Coos Bay Dredging Co. Inc.

Contract number 2741

Date of contract Aug. 30, 1945

Date of completion Oct. 30, 1945

Date work started Sept. 17, 1945

Estimated date of completion Jan. ~~7~~ 8, 1946

Amount of contract $ 7,117.50

Per cent of time elapsed 131 60 218 %

Estimated cost of completed project, exclusive of engineering $ 6,579.14

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 734.30, 10 %

Date project was completed Jan. 8, 1946

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

PROGRESS BY CONTRACTOR

Tuesday, the contractor completed constructing flume to convert water from the discharge end of the new outlet channel to the existing channel, as called for by the plans.

Project completed Jan. 8th.

NOTED
PAY WEBBER

NOTED
E. A. PEASE

Signed E. E. Umphlette

Address Box 507, Eugene, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | Drainage Change | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | 14,000C.Y. | | | | |
| Estimated quantities moved or placed to date | 12,175.1 C.Y. | | | | |
| Average daily quantities | Completed | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | 1 | | | | |
| Hours per shift | 8 | | | | |
| Average force on project for week | 4 | | | | |

Percentages of men employed on contract to be secured from:

.............................. County, ........%; .............................. County, ........%; .............................. County, ........%; .............................. County, ........%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | 3 | | | | | 1 | 4 |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ............., Power graders ............., Rollers ............., Mixers ............., Crushing or screening plants .............

Compressors ............., Bulldozers ......1......, Sheep-foot rollers ............., . . . . . ............., . . . . . . ............., . . . . . . .............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Clear | | |
| Monday | " | | |
| Tuesday | " | | |
| Wednesday | " | | |
| Thursday | " | | |
| Friday | " | | |
| Saturday | " | | |

STATE PRINTING DEPT.

RECEIVED
JAN 7 1946
FOR FILING

6-4209

January 7, 1946

Coos Bay Dredging Company, Inc.
Box 217
Coos Bay
Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 27, 1945, granted you the extension of time requested, from October 30, 1945 to January 3, 1946, without penalty, in connection with contract No. 2741 for Drainage Change on the Hall Lake Drainage Change Project of the Oregon Coast Highway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl

cc: K. D. Lytle

RECEIVED
OCT 2 1945
FOR FILING

6-4209

October 1, 1945

Hanson & Rowland Inc.
General Agents
Puget Sound Bank Bldg.
Tacoma 1, Washington

ATTENTION: Mr.A. Van R.Schermerhorn
Mgr. Surety Bond Dept.

Gentlemen:

This is to acknowledge your letter of October 1 advising us that you received the surety's copy of contract No. 2741, Coos Bay Dredging Company, for the Hall Lake Drainage Change Project; also to acknowledge receipt, today, of contract No. 2744, Slate Construction Company, which was sent to you by mistake on September 25.

We wish to thank you most heartily for your kindness and prompt action in returning this contract to us.

Very truly yours

H. B. Glaisyer
Secretary

gl

H. T. HANSEN, PRES. I. C. ROWLAND, SECY.

**HANSEN & ROWLAND INC.**

GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA, WASHINGTON

H&R INC

TACOMA
SEATTLE
PORTLAND

October 1, 1945

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

NOTED
H. B. GLAISYER

Oregon State Highway Commission
319 State Office Building
Salem, Oregon

Attention of Mr. B. Glaisyer

Dear Sir:

RE: CONTRACT NO. 2741 - Coos Bay Dredging Company - Hall Lake Drainage Change Project.

We acknowledge receipt of your letter of September 28, with reference to the above, and you are advised that we are in receipt of surety company's copy of the same.

Also, you are advised that copy of Contract No. 2744, Slate Construction Company for the Toll Creek-Snow Creek Slide Correction Project was received by us and has been returned to you.

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

A. Van R. Schermerhorn

A. VAN R. SCHERMERHORN,
Mgr. Surety Bond Dept.

EL

RECEIVED
OCT 2 1945
OREGON
STATE HIGHWAY COMMISSION

[illegible]

**UNITED STATES FIDELITY AND GUARANTY COMPANY**
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND-4, OREGON
TELEPHONE: ATWATER 8511

W. TALBOT SINCLAIR
MANAGER

I. R. LANG
SUPERINTENDENT OF CLAIMS

September 29, 1945

State Highway Commission
State Capitol
Salem, Oregon

Attention Mr. H. B. Glaisyer

Re: Bond 58700-12-344-45 - Slate Construction
Co., Toll-Creek-Snow Creek Sect. on
Santiam Hgw. in Linn County.

Gentlemen:

Thanks for your letter of September 28th, We should have stated in our letter that at the time we delivered the copy of the contract awarded to Coos Bay Dredging Co. to the Maryland Casualty Company, we checked with them to ascertain if our copy of the captioned contract was sent to them in error but they did not receive our copy.

When you locate our copy of the contract for the Toll-Creek Snow Creek Sect. on Santiam highway, we will appreciate your forwarding same to us.

Very truly yours

W. TALBOT SINCLAIR, MGR.,

By Elwyn A Wride
Elwyn A. Wride
Surety Dept.

EAW:fab

NOTED
H. B. GLAISYER

RECEIVED
OCT 1 1945
OREGON
STATE HIGHWAY COMMISSION

September 28, 1945

W. Talbot Sinclair, Manager
United States Fidelty and Guaranty Co.
1112 Bedell Building
Portland 4, Oregon

Attention Mr. Elwyn R. Wride
Surety Department

Dear Sir:

I wish to acknowledge receipt of, and to thank you for, your letter of September 28, concerning the mismailing of the contract awarded to Coos Bay Dredging Company for the construction of the Hall Lake Drainage Change Project on the Oregon Coast Highway in Coos County, Contract No. 2741.

I note that you have delivered this copy of the contract to the Maryland Casualty Company, who executed the bond. That is perfectly satisfactory, and I wish to thank you for forwarding it to them. Perhaps the Maryland Casualty Company has your copy of the Slate Construction Company contract for the construction of the Toll Creek-Snow Creek Section of the Santiam Highway, Contract No. 2744. It was expressed the same day.

Search is being instituted at once to find the missing copies, and as soon as yours is located I will be pleased to send it to you. Needless to say, I am very sorry that it has disappeared.

Sincerely yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ec

September 28, 1945

Maryland Casualty Company
Hansen & Rowland, Inc., Agents
Title & Trust Building
Portland 4, Oregon

Gentlemen:

I have just received a letter from the United States Fidelity and Guaranty Company stating that we sent to them a signed copy of State Highway Contract No. 2741, which the Highway Commission awarded to Coos Bay Dredging Company for the construction of the Hall Lake Drainage Change Project on the Oregon Coast Highway in Coos County.

They further stated that they had delivered the contract to you, inasmuch as the Maryland Casualty Company appeared as surety on the bond. The delivery of this contract to you is entirely satisfactory, but I would appreciate it if you would acknowledge receipt of it in order to clear our records.

Due to the fact that the surety's copy of this particular contract went astray, there is a possibility that the surety's copy covering Contract No. 2744, awarded to Slate Construction Company for the Tell Creek-Snow Creek Slide Correction Project, also was mismailed. It should have been sent to the United States Fidelity and Guaranty Company, but they did not receive it. In case you received this copy, will you either return it to me, express collect, or deliver it to the United States Fidelity and Guaranty Company in the Bedell Building, Portland. In any event, please advise me whether or not you received it.

I enclose a stamped, addressed envelope for your convenience in replying.

Sincerely yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

RBG:cc
Enclosure

contract returned 10/2/45 by Hansen & Rowland
MS

September 28, 1945

Coos Bay Dredging Company
Box 217
Coos Bay, Oregon

Gentlemen:

Will you please advise me whether or not you received your copy of Contract No. 2741, covering a drainage change on the Hall Lake Section of the Oregon Coast Highway in Coos County that I sent to you by express on September 25.

Some of the contracts that were mailed out on the same day went astray, which necessitates a check up on all of them to see that they get into the proper hands.

Thanking you for a reply, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee
Enclosure

September 28, 1945

Slate Construction Company
632 Washington Street
Albany, Oregon

Gentlemen:

Will you please advise me whether or not you received your copy of Contract No. 2744 for slide correction on the Tell Creek-Snow Creek Section of the Santiam Highway in Linn County that I sent to you by express on September 25.

Some of the contracts that were mailed out on the same day went astray, which necessitates a check up on all of them to see that they get into the proper hands.

Thanking you for a reply, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

BB:ce
Enclosure

Original returned by Slate Const. Co.
and filed on 22-4206 – Contract #2744

**UNITED STATES FIDELITY AND GUARANTY COMPANY**
**PORTLAND OFFICE**
**1112 BEDELL BUILDING, PORTLAND-4, OREGON**

TELEPHONE: ATWATER 8511

W. TALBOT SINCLAIR
MANAGER

I. R. LANG
SUPERINTENDENT OF CLAIMS

September 28, 1945

Oregon State Highway Commission
Salem, Oregon

Re: Hall Lake Drainage Change Project
Project No. 3015 - Contract 2741 Coos Bay
Drainage Co., Inc.

Gentlemen:

We received to Via American Express, the surety' company's copy of the above contract addressed to Elwyn A. Wride, Agent, 1112 Bedell Bldg., Portland, Oregon.

This contract was intended for The Maryland Casualty Company since they executed this particualr bond and we therefore delivered the copy to them.

We believe the copy of the contract you intended to send us was for the Toll Creek Snow Creek Section of the Santiam Highway in Linn County as we are the surety on this contract for Slate Construction Co. of Albany.

Will you be kind enough to check your records and advise us if our copy of the aforementioned contract was directed elsewhere than to us. We checked with the Maryland Casualty Company since their copy of the captioned contract came to us, but they did not receive the Slate Construction Contract.

Thanking you for your advices.

ANSWERED
H. B. G

Very truly yours

W. TALBOT SINCIAIR, MGR.,

By Elwyn Wride
Elwyn A. Wride
Surety Dept.

RECEIVED
SEP 2 1945
OREGON
STATE HIGHWAY COMMISSION

EAW:fab

U. S. F. & G.

RECEIVED
SEP 26 1945
FOR FILING

6-4209

September 25, 1945

Coos Bay Dredging Co. Inc.
Box 217
Coos Bay
Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2741 which was awarded to you on August 30, 1945, by the State Highway Commission, covering drainage change on the Hall Lake Section of the Oregon Coast Highway in Coos County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

gl

P. S. When signing contracts with the State Highway Commission in the future we would be pleased if you would sign as president and secretary instead of president and treasurer. Thank you.

Contract sent by express 9-25-45
GL

RECEIVED
1 1945
FOR FILING

6-4209

August 31, 1945

Coos Bay Dredging Company, Inc.
Box 217
Coos Bay, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2741, which was awarded to you by the State Highway Commission on Thursday, August 30, 1945, covering Drainage Change on the Hall Lake Section of the Oregon Coast Highway in Coos County, Oregon.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformity therewith.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

PV

Sent by express 8-31-45 -
Pat Varley

RECEIVED
SEP 1 1945
FOR FILING

6-4209

August 31, 1945

Coos Bay Dredging Co.
Coos Bay, Oregon

Gentlemen:

The State Highway Commission on August 30, 1945, awarded you the contract for the Hall Lake Drainage Change Project on the Oregon Coast Highway, in Coos County. This award was based on your low bid of $7,117.50, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

cc
cc Mr. S. H. Probert
Mr. G. S. Paxson

Proposal bond filed in
safe 8-31-45-

RECEIVED

FOR FILING

~~Maint~~

~~Drainage~~

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
C. B. McCullough

File

Salem, Oregon
May 2, 1945

SUBJECT: Record of Assignment #4079
Clear Lake Drainage

To: 6-4207

#4079

C. B. McCullough
Assistant State Highway Engineer
Department

Cross Referenced To
~~Maint~~
~~Drainage~~
Flood Control

Dear Sir:

The Winchester Bay-Lakeside grading contract was finished in June, 1927, under Resident Engineer Whitmore. A report is given on page 294 of the Biennial Report for 1927-28 of a drainage problem on this contract and solution provided by the Clear Lake channel change. In order to prevent the outlet of Clear Lake from washing great quantities of sand down onto the new grade west of Eel Lake, a canal was dug to carry the outlet waters from Clear Lake along the west slope below the highway around to the south and east and passing east under the highway and thence into Eel Lake. This canal was on the hillside below the highway but considerably above the level of Hall Lake.

This arrangement has worked fine and, if maintained, solves the problem of handling the water from Clear Lake. However, during March of this year there was a very heavy rain fall in western Douglas and Coos Counties and the water in Hall Lake rose probably 15 feet above normal because the old outlet channel, which ran out of the southwest corner of the lake in a southerly direction, had been closed by drifting sand dunes. On unlucky Friday, April 13th, the water broke through and rapidly eroded the sand so that a flood of approximately 300 acre feet drove southeasterly through the jack pines carrying a large amount of sand until it reached the highway which it covered with 2 feet of sand for a distance of 500 feet along the center line, and the water continued to flow south on and along the highway into Eel Creek west of the highway. The highway was closed for a period of about 6 hours until traffic could pass over it by driving over the top of the wet sand. In another 6 hours the sand had been removed with a small bulldozer operated by the U. S. Coast Guard and by a department grader and tractor loader.

This dam up of water in Hall Lake and subsequent flood had no connection with the Clear Lake channel change and damages, if any, resulting to adjoining property are not a responsibility of the Highway Department. This lake and the sand dunes are not on our property and we put no water from the highway into this lake.

However, in order to protect our highway, we now plan to cut a new channel about 30 feet deep through the ridge which forms the south side of Hall Lake. This cut will be in a little saddle, perhaps 200 feet west of our Clear Lake channel and 400 or 500 feet east of the existing outlet which is threatened with closure by sand dunes. From the south edge of this cut water will be lead into our Clear Lake channel change and it will flow into Eel Lake without picking up any load of sand. We believe the sand dunes will completely close the outlet of the lake this summer and that the solution above will provide an adequate outlet at a cost probably not in excess of $4,000.

I have written this so that there will be a letter record of the case for future reference because Attorney John G. Mullen of North Bend wrote to the Legal and Maintenance Departments on April 16th as representative of a group of Ten Mile Lake ranchers. On April 24th the situation had been clarified in the minds of these ranchers and their attorney and he wrote to the Commission stating that they are satisfied with the present plan for taking care of the water from Hall Lake by emptying it in Eel Lake and feel this will take care of the water without damage to them. We are doing this to prevent damage to the highway and not because we are under any obligation to do it for these ranchers although this will be a pleasant by-product of our efforts.

Very truly yours,

EACollier

E. A. Collier
Maintenance Engineer

EAC:FW

CC H. G. Smith
K. D. Lytle

FORM 2-90 20M 11-44

**OREGON STATE HIGHWAY COMMISSION**

**INTER-DEPARTMENT CORRESPONDENCE**

Coquille, Oregon
April 21, 1945

SUBJECT: Hall Lake Flood.

To: Mr. K. D. Lytle
Division Engineer
Roseburg, Oregon

COPY

Dear Sir:

On Friday, April 13th, 1945, at approximately 8 A.M., the Oregon Coast Highway was closed to all traffic at mile 236.25 (1 mile south of the Coos-Douglas county line), by high water, sand and debris.

Hall Lake, a small body of water about 17 acres in extent and located just west of the highway at mile 235.65, broke through at its southwest corner and into an old outlet channel that had been closed, prior to the break-through, by sand dunes drifting in from the west. The flood waters, estimated at 300 acre-feet, followed this channel in a southeasterly direction for a distance of ½ mile, then turned northeasterly and spread out over a flat area to a width of 500' and extending to the highway some 1500' to the east. An intervening stand of small timber prevented logs, trees and stumps from reaching our right of way. However, the pavement was covered with 2 feet of sand for a distance of 500' along the center line.

By 2 P.M. of the same day, the water had subsided sufficiently to permit traffic to utilise the highway by driving over the wet sand. With the aid of the Winchester Bay unit of the U. S. Coast Guard, who furnished a small bulldozer and operator, we were able to open up the pavement to one way traffic by 8 P.M. The 2 following days, Saturday and Sunday, were spent in removing the balance of the sand from the pavement and in changing the channel so that the water would not run down the roadway to the south. Using our bulldozer, we were able to turn the creek to the north, at a point approximately 1500' west of the highway, and have now altered the flow so that the water runs into the Clear Creek channel and thence into Eel Lake.

A small section of pavement was damaged by reason of the flood but this has since been repaired. No damage was incurred to the bridge at mile 236.06.

I would like to discuss with you, at some convenient time, certain corrective measures which should be taken to prevent a repetition of the recent trouble.

Very truly yours,

D. J. Sage
District Maintenance Supt.

cc Collier
C. B. McCullough 5/2/45

RECEIVED
APR 27 1945
FOR FILING

Maint

Drainage

#4079

JOHN G. MULLEN
ATTORNEY AT LAW
NORTH BEND, OREGON

April 24, 1945

(1)

NOTED
Asst. State Highway Engineer
Fick

State Highway Commission,

Salem, Oregon.

Dear Sirs:-

Under date of April 16th I wrote you for a group of ranchers from the Tenmile country in regard to the overflow of water from Hall Lake.

I was informed today by the Secretary of the Lakeside Drainage District that they are satisfied with the present plan for taking care of the water from this lake by emptying it into Eel Lake and they feel that this will take care of the water without damage to them.

Thanking you for the attention you have given this matter, I am

Very truly yours,

John G. Mullen

JGM:RS

RECEIVED
APR 25 1945
OREGON
STATE HIGHWAY COMMISSION

FORM E-60 20M 11-44

RECEIVED
[illegible] 1945
FOR FILING
Maint
Drainage

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1945

**SUBJECT:** Record of Assignment #4079

#4079

To:
C. B. McCullough
Assistant State Highway Engineer
Department

NOTED
Asst. State Highway Engineer

Dear Sir:

Mr. Sage is attempting to put the outlet of Hall Lake into Clear Creek with a bull dozer. This is what the Ten Mile ranchers want. Mr. Sage will ask Mr. Mullen to write to the Commission withdrawing the complaint.

Work on the ditch along the highway was emergency work to get water off the highway after the break through sand dune at Hall Lake.

Very truly yours,

EACollier
E. A. Collier
Maintenance Engineer

EAC:FW

cc D. J. Sage

4079

## RECORD OF ASSIGNMENT

DESCRIPTION: Letter from John Mullen of North Bend, advising us that he was informed that we are engaged in excavating a ditch along the W. side of the hwy. U.S. 101 to drain over flow from Hall Lake.

DATE: 4-18-45

ASSIGNED TO: E. A. Collier

FOR
[✓ (Investigation and report to this office.]
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
(- - - - - - - - - - - - - - - - - - - - - - - -

REPORT RECEIVED:

REMARKS:

RECEIVED
APR 18 1945
OFFICE OF
MAINTENANCE ENGINEER

advising that a group of ranchers at Ten Mile Lake had called April 16, on you and had advised you that we are now engaged in excavating a ditch along the West side of the highway U. S. 101, to drain from the highway the overflow from Hall Lake.

We note that there was some objections made to this proposed ditch and we are referring the matter to our Maintenance Engineer, Mr. E. A. Collier, for investigation and report. As soon as we receive Mr. Collier's report, we will be pleased to communicate with you further.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JMcHM
cc - E. A. Collier

RECEIVED
APR 19 1945
FOR FILING

Maint
Drainage

#6079

April 17, 1945

Mr. John G. Mullen
Attorney at Law
North Bend, Oregon

Dear Sir:

Receipt is acknowledged of your communication of April 16, advising that a group of ranchers at Ten Mile Lake had called on you and had advised you that we are now engaged in excavating a ditch along the West side of the highway U. S. 101, to drain from the highway the overflow from Hall Lake.

We note that there was some objections made to this proposed ditch and we are referring the matter to our Maintenance Engineer, Mr. E. A. Collier, for investigation and report. As soon as we receive Mr. Collier's report, we will be pleased to communicate with you further.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JM:MM
cc - E. A. Collier

(3)

JOHN G. MULLEN
ATTORNEY AT LAW
NORTH BEND, OREGON

April 16, 1945

RECEIVED
APR 17 1945
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission,

Salem, Oregon.

Attention: Legal & Maintenance Depts.

Dear Sirs:-

A group of the Ten Mile Lake ranchers called on me this afternoon and stated that you are now cutting a ditch along the West side of the highway to drain the highway for the overflow from Hall Lake which recently has caused considerable trouble near the Coos-Douglas line on Highway 101.

They informe me that some years ago a ditch was constructed for a purpose in that vicinity which would have the same effect as they claim this ditch will have if constructed and that the same resulted in the water washing the sane through Eel Creek to Ten Mile Lake and filling up Ten Mile Creek with the result that the bottom ranch lands on Ten Mile Creek or a goodly portion of them were overflowed with water and at that time they went into the Circuit Court of this state and obtained an injunction which caused the ditch in question to be abandoned or filled up. /

They further state that when the highway was built that this matter was taken care of, I believe, by drainage into Eel Lake and that that is the natural and proper way for it to be taken care of.

In the short time that I had to discuss this matter with the ranchers it was quite impossible for me to get a complete picture in my own mind as to just what this is all about. However, there is no doubt concerning the attitude of the Ten Mile Lake ranchers and there is no doubt about their belief that if you put in the ditch where they now say it is being constructed, that conditions will exist which compelled them before to ask and obtain court relief.

I trust that you will immediately cause a complete investigation of this matter to be made and that you will refrain from further work on the proposed ditch until the matter can be thoroughly investigated.

I may add further that I called the maintenance office in Coquille and was advised by it that Mr. Sayre, the maintenance engineer, was supposed to be out on this particular job at this time.

Very truly yours,

John G. Mullen

JGM:RS

15-4213 Bear Canyon-State Line Sec.(Slide)
Pacific Highway 1945

#2742

RECEIVED
APR 24 1946
FOR FILING
15-4213

April 23, 1946

The Aetna Casualty and Surety Company,
Bates, Lively & Pearson, Agents,
301 Yeon Building
Portland 7, Oregon

Gentlemen:

RE: 428 8391 - M.C.Lininger & Sons
Contract Bond - Contract #2742

Reference is made to your letter of April 19, 1946 regarding the exact amount paid to the contractor of the above described job.

In our letter of March 8, 1946 it was stated that the contract price of this job was $21,425.00 and this represented the actual amount of the contract as let, however, owing to the divergence of the initial quantity and the completed work it was necessary to revise this amount, and the total amount paid to the contractor was $17,974.03, as indicated in our letter of March 17.

We regret the misunderstanding of our letter of March 8, but at that time the final had not been arranged and we were not aware of the exact amount which would be paid to the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

RE:gl

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND 7, ORE.

April 19, 1946

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

RE: 42S 8391 — M. C. Lininger & Sons
Contract Bond - Contract No. 2742

This will acknowledge receipt of your letter dated April 17, 1946 regarding the above contract.

However, we would like to refer you to your letter dated March 8, 1946 which reads in part as follows:

> "The Highway Commission's records show that contract No. 2742, M. C. Lininger & Sons, for slide correction on the Bear Canyon-State Line Section of the Pacific Highway, was completed on January 23, 1946 and was accepted by the Commission on February 25, 1946. $21,425.00 is the contract price for this job."

Will you kindly advise us which is the correct amount to be shown as the total contract price paid for this job. We have closed our files according to the figure quoted in your letter dated March 8th, namely $21,425.00.

Awaiting your early reply, we remain,

Very truly yours,

BATES, LIVELY & PEARSON

BY:

aw

RECEIVED
APR 23 1946
OREGON
STATE HIGHWAY COMMISSION

M

RECEIVED
APR 18 1946
FOR FILING

15-4213

April 17, 1946

The Aetna Casualty and Surety Company,
Bates, Lively & Pearson, Agents
Yeon Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2742 for work on the Bear Canyon-State Line Section of the Pacific Highway, in Jackson County, has been completed by the contractor, M. G. Lininger & Sons, and that final payment in the amount of $750.00 will be made on or after April 27, 1946.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $17,974.03, and that no force account work was performed therein. This contract was completed on January 23, 1946, and accepted by the Commission on February 25, 1946.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED [illegible]
4-17-46, gl

M

RECEIVED
MAR 30 1946
FOR FILING

15-4213

March 29, 1946

The Aetna Casualty and Surety Co.,
Bates, Lively & Pearson, Agents
Yeon Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to M. C. Lininger & Sons, on contract No. 2742, covering slide correction on the Bear Canyon-State Line Section of the Pacific Highway, in Jackson County. This payment, in the amount of $1,140.91, will be made on or after April 8, 1946. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD
3-29-46, gl

RECEIVED
MAR 12 1946
FOR FILING

15-4213

March 8, 1946

The Aetna Casualty and Surety Company,
Bates, Lively & Pearson, Agents
301 Yeon Building
Portland 7, Oregon

Gentlemen:

RE: 42 S 8391 - M. C. Lininger & Sons
Contract Bond - Contract No. 2742

Reference to your letter of March 1, 1946.

The Highway Commission's records show that contract No.2742, M. C. Lininger & Sons, for slide correction on the Bear Canyon-State Line Section of the Pacific Highway, was completed on January 23, 1946 and was accepted by the Commission on February 25, 1946. $21,425.00 is the contract price for this job.

We are pleased to be of service to you in this matter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND 7, ORE.

March 1, 1946

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: 42 S 8391 - M. C. Lininger & Sons
Contract Bond - Contract No. 2742

Please advise if the above contract has been completed and if so, the date of completion, date of acceptance and the total amount of contract.

Thanking you kindly in advance for giving this your usual prompt attention, we remain,

Very truly yours,

BATES, LIVELY & PEARSON

BY: W Lively

REFERRED TO Eggroth
BY SECRETARY

RECEIVED
MAR 2 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 4 1946
FOR FILING

15-4213

March 2, 1946

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission, at its meeting on February 25, 1946, granted you the extension of time requested, from November 30, 1945 to January 23, 1946, without penalty, in connection with contract No. 2742 for slide correction on the Bear Canyon-State Line Section of the Pacific Highway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

cc: K. D. Lytle

Form E-1—3M—6-44

## OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 26, 1946

Section Bear Canyon-State Line

Kind of work Slide Correction

Highway Pacific

Section prefix 15-4213

Contractor Lininger & Sons

Contract number 2742

Date of contract August 30, 1945

Date of completion November 30, 1945

Date work started September 21, 1945

Estimated date of completion January ~~21~~ 23, 1946

Amount of contract $21,425.00

Per cent of time elapsed 146 160 %
91

Estimated cost of completed project, exclusive of engineering $18,550.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1557.00, 7 %

Date project was completed January 23, 1946

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

PROGRESS BY CONTRACTOR

Contractor completed the job January 23rd. Had his shovel operating, prior to completion, at Location "B", Sta. 741. ~~Five~~ Two trucks were used to haul the material and place in the upper portion of the new embankment construction at Station 739. Cat and dozer were used in spreading and compacting the borrowed material. The greater portion of this fill material is of a shale formation.

NOTED
E A PEASE

NOTED
RAY WEBB

RECEIVED
[illegible] 1946

Signed

Address Box 507, Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 2.35 (Intermittent Nature) | | | | |
| Miles partially completed | | | | | |
| Miles completed | 2.65 | | | | |
| Total estimated quantities | 27,000 C.Y. | | | | |
| Estimated quantities moved or placed to date | 26,000 C.Y. | | | | |
| Average daily quantities | 300 C.Y. | | | | |
| Average daily quantities necessary to complete project on time | Completed | | | | |
| Number shifts per day | 1 | | | | |
| Hours per shift | 8 | | | | |
| Average force on project for week | 6 | | | | |

Percentages of men employed on contract to be secured from:

.......... County, ......%; .......... County, ......%; .......... County, ......%; .......... County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | 2 | | | | | 1 | 3 |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | 2 | | | | | | 2 |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | 1 | | | | | | 1 |
| | | | | | | | |

Equipment used during week: Shovels ...1..., Power graders ........., Rollers ........., Mixers ........., Crushing or screening plants .........

Compressors ........., Bulldozers ...1..., Sheep-foot rollers ........., . . . . . . ........., . . . . . . ........., . . . . . . .........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Snow | | |
| Monday | Mist | | |
| Tuesday | Foggy | | |
| Wednesday | " | | |
| Thursday | " | | |
| Friday | " | | |
| Saturday | " | | |

STATE PRINTING DEPT.

RECEIVED
OCT 16 1945
FOR FILING

15-1313

October 16, 1945

E. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2742 which was awarded to you on August 30, 1945, by the State Highwa y Commission, covering slide correction on the Bear Canyon-State Line Section of the Pacific Highway, in Jackson County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl

Sent by express 10-16-45, gl

RECEIVED
OCT 2 1945
FOR FILING

15-4213

October 1, 1945

NOTED
State Highway Engineer

M. C. Lininger & Sons
General Contractors
P. O. Box 1386
Medford, Oregon

ATTENTION: Mr.M.C.Lininger

Gentlemen:

I wish to acknowledge receipt of and to thank you for your letter of September 26, regarding the signing of your contract for the Bear Canyon-State Line Section of the Pacific Highway, contract No. 2742. The contracts have not as yet arrived but I anticipate that I will receive them within the next day or two.

Wishing you the best of good luck, I remain

Sincerely yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG gl

REFERRED TO Mr Watson BY SECRETARY

**M. C. LININGER & SONS**
*General Contractors*
P. O. BOX 1386 • MEDFORD, OREGON

September 26, 1945

Oregon State Highway Comm.,
Salem Oregon,
Attention of Mr. H. B. Glaisyer,

Dear sir,

In reply to your letter of Sept. 25th. I know we have been negligent in returning these contracts. I frankly never had read that paragraph about returning of these before.

The only excuse I can offer is this, we frankly held off for some time, being so much below any of the other Contractors, whether to go ahead with the job or forfeit the bond. Frankly if if it would have been possible without inconveniencing the Commission to much we would have done so. Undoubtly we must have made a mistake in our figurers by bidding to cheaply. This was our first bidding of a job of this type, and being so much under the rest of them naturally we felt rather dissapointed.

After talking with Mr. Lytle and some of your other men we decided to go ahead with the job after-all. The shovel that we intend to use, which incidentally is a one-yard Osgood of ours, is finishing on a job at near Elgin this week. It will be moved to the Siskiyou job the first part of next week. We have some powder men drilling some additional hales and preparing to shoot next week after the shovel gets there, to place the dirt cover over the present highway. We will then be able to go right ahead with the job.

The plans have finally gotten back from our various Partners, two of which were in Eastern Oregon and two in Northern California. I will get them sent off to the Bonding Company tomorrow and you should then receive them within a few days.

I wish to beg your pardon for the delay, and hope that we will be able to do the job within the time limit. We have a new D-7 Caterpillar Tractor equipped with a Buldozer and a carry-all scraper on order which will be shipped within a few days. In case of bad weather we still anticipate that we can work with it.

Yours very truly,

M. C. LININGER & SONS.
B. M. Lininger
By. B. M. Lininger.

H. B. GLAISYER

RECEIVED
SEP 2 6 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 26 1945
FOR FILING

15-4213

September 25, 1945

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission awarded you the contract for the slide correction on the Bear Canyon-State Line Section of the Pacific Highway on August 30, 1945, and sent you, by express, four copies of contract No. 2742 for execution on September 1,1945.

As the time limit of ten days as specified in the Proposal signed by you, first paragraph of page 2, has long since expired and we have not received the above mentioned contracts, nor heard from you regarding them, we are writing this letter to inquire as to the reason for the delay.

May we hear from you regarding this matter?

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

RECEIVED
SEP 5 1945
FOR FILING

15-4213

Sept. 1, 1945

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2742, which was awarded to you by the State Highway Commission on August 30, 1945, covering Slide Correction on the Bear Canyon-State Line Section on the Pacific Highway, in Jackson County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

Sent by Express 9-1-45
G.L.

RECEIVED
P 1 1945
FOR FILING

15-4212

August 31, 1945

W. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission on August 30, 1945, awarded you the contract for the Bear Canyon-State Line Section of the Pacific Highway, in Jackson County. This award was based on your low bid of $21,425, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

[illegible]
cc Mr. S. H. Probert
Mr. G. S. Paxson

Proposal bond filed in safe
8-31-45

21-1016 Nelscott Section (Curbs, etc.)
Oregon Coast Highway 1945

#2743

RECEIVED
APR 11 1946
FOR FILING

21-1016

April 10, 1946

United States Fidelity and Guaranty Co.,
Ethel A. Cline, Agent
Board of Trade Building
Portland 4, Oregon

Dear Madam:

You are hereby notified that state highway contract No. 2743 for work on the Nelscott Section of the Oregon Coast Highway, in Lincoln County, has been completed by the contractor, O. C. Yocom Company, and that final payment in the amount of $750. will be made on or after April 20, 1946.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $13,251.29, and that no force account work was performed therein. This contract was completed on November 24, 1945, and accepted by the Commission on December 14, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD

4-10-46, gl

RECEIVED
FOR FILING

21-1016

January 29, 1946

United States Fidelity and Guaranty Co.,
Ethel A. Cline, Agent
Board of Trade Building
Portland 4, Oregon

Dear Sir:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to O. C. Yocom Co., on contract No. 3743, covering grading, curbs and surfacing on the Nelscott Section of the Oregon Coast Highway, in Lincoln County. This payment, in the amount of $847.42, will be made on or after February 8, 1946. The retained percentage is $750.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl

NOTED ON CARD
1-29-46 gl

Form E-1—5M—6-44

# OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan. 5, 1946, 19

Section Melscott

Kind of work Grading, Curbs & Surfacing

Highway Oregon Coast

Section prefix 21-1016

Contractor O.C.Yocom

Contract number 2743

Date of contract Aug. 30, 1945, 19

Date of completion Oct. 31, 1945, 19

Date work started Sept. 17, 1945, 19

Estimated date of completion, 19

Amount of contract $ 13,191

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 13,000

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 2100, %

Date project was completed 11-24-45, 19

---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Working on final. Jan. 1 Holiday. Chainman Taylor returned to work Jan. 2.

It will take all of next week to complete final

WFBREF

RECEIVED
JAN 7 1946
OFFICE OF

Signed S S Wallis

Address Newport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

........................ County, ......%; ........................ County, ......%; ........................ County, ......%; ........................ County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers .........., Sheep-foot rollers .........., . . . . . .........., . . . . . .........., . . . . . ..........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

Form E-1—5M—6-44

# OREGON STATE HIGHWAY COMMISSION
# FIELD ENGINEER'S WEEKLY REPORT
## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 29, 1945

Section Nelscott

Kind of work Grading, Curbs & Surfacing

Highway Oregon Coast

Section prefix 21-1016

Contractor O.C.Yocom

Contract number 2745

Date of contract Aug. 30, 1945

Date of completion Oct. 31, 1945

Date work started Sept. 17, 1945

Estimated date of completion ..........., 19....

Amount of contract $ 13,191

Per cent of time elapsed ..........%

Estimated cost of completed project, exclusive of engineering $ 13,500

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2,000, ..........%

Date project was completed Nov. 24, 1945

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party on vacation this week to include Dec. 26. Chainman Taylor off till the end of the month. Went to Depoe Bay Thursday with part to place temporary R/W stakes where property owners are removing material from R/W and adjoining land with shovel and trucks. Permanent markers will be set when he has completed work. Telephone line is involved. Transitmen and self in office on final computations. Head chainman painting inside of office. Violent storms Thursday Friday and Sat. stopped outside work.

NOTED
WF

RECEIVED
DEC 31 1945

NOTED
E. A. PEASE

Signed S Wallis

Address Newport

NOTED
E.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| iles in project | | | | | |
| iles partially completed | | | | | |
| iles completed | | | | | |
| tal estimated quantities | | | | | |
| stimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |

verage force on project for week ..........

Percentages of men employed on contract to be secured from:

.......... County, ......%; .......... County, ......%; .......... County, ......%; .......... County, ......%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| .......... | | | | | | | |

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers .........., Sheep-foot rollers .........., . . . . . .........., . . . . . ..........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

STATE PRINTING DEPT.

[illegible]EIVED
[illegible] 1945
[illegible]ING
1016

December 20, 1945

O. S. Mason Company
905 East 11th Street
McMinnville
Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 14, 1945, granted you the extension of time requested, from October 31 to November 30, 1945, without penalty, in connection with contract No. 2743 for grading, curbs and surfacing on the Nelscott Section of the Oregon Coast Highway, in Lincoln County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl

cc: F. B. Eason,
Division Engineer

NOTED ON CARD
12-20-45, gl

RECEIVED
OCT 4 1945
FOR FILING

21-1016

October 4, 1945

O. C. Yocom Company
902 East 11th Street
McMinnville, Oregon

ATTENTION: O. C. Yocom

Gentlemen:

We received revised contract No. 2743 awarded you by the State Highway Commission on August 30, covering grading, curbs and surfacing on the Nelscott Section of the Oregon Coast Highway, signed by O. C. Yocom Company, yesterday, October 3, 1945.

Enclosed, herewith, are the signature pages from the other contract you signed as an individual.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
H. B. Glaisyer
Secretary

gl
Enclosure

RECEIVED
OCT 4 1945
FOR FILING

21-1016

October 4, 1945

O. C. Yocom Company
902 East 11th Street
McMinnville, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2743 which was awarded to you on August 30, 1945, by the State Highway Commission, covering grading, curbs and surfacing on the Nelscott Section of the Oregon Coast Highway, in Lincoln County.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl

Sent by express 10-4-45
gl

RECEIVED
SEP 21 1945
FOR FILING

21-1016

September 20, 1945

O. C. Yocom Company
902 East 11 th Street
McMinnville, Oregon

ATTENTION: O. C. Yocom

Gentlemen:

I have been informed by the State Highway Commission's Chief Counsel, Mr. J. M. Devers, that you desire your contract with the State Highway Commission, for construction work on the Oregon Coast Highway, at Nelscott, made out in your company's name rather than as an individual. In view thereof Mr. Probert has prepared new contract forms, four copies of which I am forwarding to you today by express. Please have company signed by each member of your company as to contract agreement and bond, pages 165 and 167; and also please have the bond executed by the Surety Company. When this is done return all copies to this office for further execution on the part of the Highway Commission.

I am retaining the signature pages of the contract forms previously sent you until the new forms have been executed, at which time I will either destroy them or return them to you as you please. Please advise me relative thereto.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG gl

RECEIVED
SEP 5 1945
FOR FILING

21-1016

September 1, 1945

Mr. O. C. Yocom
902 E. 11th Street
McMinnville, Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2743, which was awarded to you by the State Highway Commission on August 30, 1945, covering Grading, Curbs and Surfacing on the Oregon Coast Highway, the Nelscott Section, in Lincoln County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

Sent by Express 9-1-45
A. L.

RECEIVED
1 1945
FOR FILING

21-1016

August 31, 1945

O. C. Yocom
McMinnville, Oregon

Dear Mr. Yocom:

The State Highway Commission on August 30, 1945, awarded you the contract for the Nelscott Section of the Oregon Coast Highway in Lincoln County. This award was based on your low bid of $13,191, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

cc
cc Mr. S. H. Probert
Mr. C. S. Paxson

Proposal bond filed in safe 8-31-45

RECEIVED
AUG 20 1945
FOR FILING

21-1016

August 17, 1945

Mr. T. H. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Herewith we submit PR-1-PA for a State construction project at Wolcott.

This is submitted primarily to obtain a priority rating to apply on form lumber and reinforcing steel.

Bids for the project are to be received on August 30.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

SHP:ER

22-4206 Toll Creek-Snow Creek Section
Santiam Highway 1945

#2744

CEIVED
JAN 26 1948
FOR FILING

2-4206

January 20, 1948

United States Fidelity and Guaranty Co.
Baltimore 3
Maryland

Gentlemen:

I enclose for your information a copy of a letter that has just been received by the State Highway Commission from Rhoten & Rhoten, Attorneys at Law, Salem, advising that the claim of William Van Cleave arising out of Slate Construction Company's contract No. 2744 with the State Highway Commission for slide correction on the Toll Creek-Snow Creek Section of the Santiam Highway, Linn County, has been paid in full.

In view of this letter we are today releasing final warrant to Slate Construction Company in connection with this job, which payment we have held pending the settlement of this controversy.

This information is given you since you appear as surety on the bond furnished by Slate Construction Company in connection with this project.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:cc 1/21
Enc.

cc - U.S. Fidelity & Guaranty Co.
Elwyn A. Wride, Agent
1112 Bedell Building
Portland 4, Oregon

Slate Construction Company
632 Washington Street
Albany, Oregon

Mr. Malcolm Hawke

This is your authority to immediately release the final warrant in connection with this above-mentioned project.
H.B.G.

REFERRED TO
Geery & Mrs Lewis
BY SECRETARY

record this on the card.

NOTED ON CARD
1-26-48

January 20, 1948

Rhoten & Rhoten
Attorneys at Law
Pioneer Trust Building
Salem, Oregon

Attention: Mr. Geo. A. Rhoten

Dear Mr. Rhoten:

This is to acknowledge receipt of your letter of January 19 advising that the claim of William Van Cleave against Slate Construction Company, et al, arising out of the Slate Construction Company's contract, No. 2744, with the State Highway Commission for slide correction on the Toll Creek-Snow Creek Section of the Santiam Highway, in Linn County, has been satisfied and paid in full.

On the strength of your letter we are releasing final payment to the Slate Construction Company in connection with this job. Thank you for your letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBC:eo 1/21

NOTED ON CARD

2744

Rhoten & Rhoten
ATTORNEYS AT LAW
PIONEER TRUST BUILDING
Salem, Oregon

EO. A. RHOTEN
. RAY RHOTEN
AM F. SPEERSTRA

January 19, 1948

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Re: State of Oregon on relation of
William Van Cleave, vs.
Slate Construction Company, et al.

Gentlemen:

This is to advise you that on December 4, 1947, by order of the Circuit Court of the State of Oregon for Marion County, judgment was entered in favor of William Van Cleave in an action then pending in said court entitled "State of Oregon on relation of William Van Cleave, Plaintiff, vs. Slate Construction Company, a corporation and United States Fiedlity and Guaranty Company, a corporation, defendants," Clerk's registry number 33924. The judgment was for $1,182.56, plus interest, plus $250.00 attorneys' fees, plus costs and disbursements.

This was an action on the contractor's bond of Slate Construction Company on work being done for the Oregon State Highway Commission by Slate Construction Company on the south Santiam highway between October 1, 1945 and May 15, 1946.

The aforesaid judgment has been paid and satisfied in full of record.

Yours truly, 1-20-48 [illegible]

RHOTEN & RHOTEN

By: Geo A Rhoten

cc [illegible]

Susp 1-21-48

CKNOWLEDGED
H. B. GLAISYER

RECEIVED
[illegible] 1948
OREGON
STATE HIGHWAY COMMISSION

GAR:oej

Files

CEIVED
AN 22 194
R FILING

-4206

**OREGON STATE HIGHWAY COMMISSION**

INTER-DEPARTMENT CORRESPONDENCE

January 20, 1948

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

| | Vou. # | Cont. # | Est. # | Name | Am't. | Wt. # | Note |
|---|---|---|---|---|---|---|---|
| 1. | #16819 | 2744 | 14-Final | Slate Constr. Co. | 1,791.71 | 318981 | |
| 2. | | | | | | | |
| 3. | | | | | | | |
| 4. | | | | | | | |
| 5. | | | | | | | |
| 6. | | | | | | | |
| 7. | | | | | | | |
| 8. | | | | | | | |
| 9. | | | | | | | |
| 10. | | | | | | | |
| 11. | | | | | | | |
| 12. | | | | | | | |

Mr. Glaisyer:

On the authority of Mr. Taylor's statement that you have phoned him advising that the final payment on Contract 2744 can be released to Slate Constr. Co., I am presenting final release form for your approval notwithstanding we have not yet received official notice from your office.

asw

NOTED ON CARD
1-21-48

ACCOUNTING DIVISION
By ________
Bookkeeping Dept.

Approved H B Glaisyer Jr
Secretary

Received letter 1-20-48 from Rhoten & Rhoten, Attys., stating the Wm. Van Cleave claim had been settled in full.

H B Glaisyer Jr.

ECEIVED
DEC 4 1947
FOR FILING

22 - 4206

Files

Salem, Oregon
December 1, 1947

Mr. Malcolm H. Hawke

We are attaching hereto a copy of a letter from the United States Fidelity and Guaranty Company concerning the withholding of $1791.71 on contract No. 2744 with Slate Construction Company.

It is our understanding that the claim of William Van Cleave is to be up for trial December 3 and until we know that the claim has been satisfactorily disposed of we request that you hold up further payments under this contract.

Secretary

FAQ:dr
Enc.

NOTED ON CARD
12-1-47 gl

ECEIVED
DEC 4 1947
OR FILING

2-H206

December 1, 1947

United States Fidelity and Guaranty Company
1112 Cascade Building
520 Southwest 6th Avenue
Portland 4, Oregon

Attention: Mr. C. R. Alexander, Superintendent

Dear Mr. Alexander:

This letter will acknowledge your letter of November 28 regarding contract No. 2744 with the Slate Construction Co. in which you state that it is satisfactory with your company to withhold $1791.71 until the claim of Mr. William Van Cleave has been satisfied.

As soon as we have word to this effect we will notify you.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dr

NOTED ON CARD
12-1-47 gl

**UNITED STATES FIDELITY AND GUARANTY COMPANY**
PORTLAND OFFICE
1112 CASCADE BUILDING
520 S. W. SIXTH AVENUE, PORTLAND 4, OREGON
TELEPHONE: ATWATER 8511

W. TALBOT SINCLAIR
MANAGER

November 28, 1947

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 2744 - Slate Construction Co.

Dear Sir:

We have for acknowledgment your letter of November 18th, wherein you state that the final payment to the Slate Construction Company under State Highway Contract No. 2744 in the amount of $1,791.71 is being withheld until you are notified by Mr. William Van Cleave, the claimant, that the claim has been satisfied. Your action in this matter is satisfactory to us.

Please notify us when it is your intention to release this payment.

Very truly yours,

W. TALBOT SINCLAIR, MANAGER

By C. R. Alexander
C. R. Alexander, Supt.,
Fidelity and Surety Dept.

CRA:l

NOTED ON CARD
12-1-47, gl

RECEIVED
DEC 1 1947
OREGON
STATE HIGHWAY COMMISSION

U. S. F. & G.

RECEIVED
DEC 1 1947
FOR FILING

22-H206

Fi

Rhoten & Rhoten
ATTORNEYS AT LAW
PIONEER TRUST BUILDING
Salem, Oregon

GEO. A. RHOTEN
J. RAY RHOTEN
SAM F. SPEERSTRA

November 20, 1947

11-28-47
Acc Div. already
has note to hold up payment.

Oregon State Highway Commission
Salem, Oregon

22-H206

In re: William Van Cleave
State Highway Contract 2744
Van Cleave vs. Slate Construction Company.

NOTED
R. B. GLAISYER

Gentlemen:

We have your letter of November 18, and this is to notify you that the case of Van Cleave vs. Slate Construction Company will be tried in the Circuit Court for Marion County on December 3, 1947. The claim has not been settled thus far, and it appears that this case will go to trial before the matter is settled.

Yours truly,

RHOTEN & RHOTEN

By J Ray Rhoten

JRR:LD

note on card

NOTED ON CARD
11-[illegible]

RECEIVED
NOV 21 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 18 1947
FOR FILING

22-4206

11-28-47 11:20AM
Acc. [illegible] by phone
asked to hold up
payment pending release
of Van Cleave claim
([illegible] has note
to hold up payment)

November 18, 1947

United States Fidelity and Guaranty Co.
Elwyn A. Wride, Agent
1112 Bedell Bldg.
Portland 4, Oregon

Dear Sir:

You are hereby notified that State Highway Contract No. 2744 for work on the Toll Creek-Snow Creek Section of the Santiam Highway, in Linn County, has been completed by the contractor, Slate Construction Co., and that final payment in the amount of $1,791.71 is ready for release and would ordinarily be made on or after November 28, 1947; however, our records show there is a claim filed against this project by Mr. William Van Cleave, amounting to $1234.18, of which you have been previously notified. In view of this and in conformity with the advice of the Highway Commission's Chief Counsel we will have to withhold this payment until notified by the claimant that the claim has been satisfied.

For your information we wish to advise that the total contract amount is $59,964.26, of which amount $152.27 represents the amount of force account items. This contract was completed on August 1 and accepted by the Commission on October 21, 1947.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD
11-18-47 SS

cc: Slate Construction Co.
632 Washington St.
Albany, Oregon.

RECEIVED
NOV 18 1947
FOR FILING

22-4206

November 18, 1947

Rhoten & Rhoten
Attorneys at Law
Pioneer Trust Bldg.
Salem, Oregon

Gentlemen:

This to inform you that we are about to make final payment on State Highway Contract No. 2744, with Slate Construction Company, covering the Toll Creek-Snow Creek Section of the Santiam Highway, in Linn County. It is our practise to give the surety ten day's notice of such payment, however, our records show there is a claim filed against this contract by your client, William Van Cleave, in the amount of $1,234.18 which has not been settled.

Will you please advise us regarding the status of this claim before November 28, 1947 so that we can release the warrant to the contractor on that date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

11-18-47 gl

RECEIVED
NOV 14 1947
FOR FILING

22-4206

November 13, 1947

Slate Construction Co.
632 Washington St.
Albany
Oregon

Gentlemen:

The State Highway Commission, at its meeting on October 21, 1947, had under discussion your request for an extension of time of 276 days, from October 31, 1946 to August 1, 1947, within which to complete your contract No. 2744 for slide correction on the Toll Creek-Snow Creek Section of the Santiam Highway, in Linn County.

I am pleased to inform you that the Commission granted your request without penalty; however, such action was based upon the recommendation of the State Highway Engineer and his report, which considered but did not necessarily adopt either or any of the reasons stated in your request.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Wm. E. Chandler

NOTED ON CARD

11-13-47, gl

RECEIVED
OCT 21 1947
FOR FILING

92-4206

October 17, 1947

MEMBERS OF THE STATE HIGHWAY COMMISSION
[illegible]

[illegible] The enclosed copy of Extension of Time for contract No. 2744 with the Slate Construction Co., covering slide correction on the Bull Creek-Camp Creek Section of the Santiam Highway, was handed to me too late to become an agenda item. In order to expedite payment to the contractor, however, I am presenting this time extension to the Commission at the forthcoming meeting with the others I have, copies of which were mailed to you a few days ago.

Respectfully yours

Secretary

gl
encl. 1

RECEIVED
AUG 11 1947
FOR FILING

22-4206

August 8, 1947

United States Fidelity and Guaranty Co.
Elwyn A. Wride, Agent
1112 Bedell Bldg.
Portland 4, Oregon

Dear Sir:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the Slate Construction Company on contract No. 2744, covering the Toll Creek-Snow Creek Section of the Santiam Highway, in Linn County. This payment, in the amount of $5,417.87, will be made on or after August 18, 1947. The retained percentage is $1,799.15.

There is a claim filed against this project by Mr. William Van Cleave of which you have been previously notified, in the amount of $1234.18.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

8-8-47 gl

RECEIVED
AUG 1 1947
FOR FILING

July 31, 1947

U. S. Fidelity and Guaranty Company
1112 Cascade Building
Portland 4, Oregon

Attention: Elwyn A. Wride

Re: 58700-12-344-45 - Slate Construction Co. -
Toll Creek - Snow Creek Section of Santiam
Highway, Linn County. - Contract No. 2744

Gentlemen:

In reply to your letter of July 23 regarding the above contract, we have checked the status of this project to date and find that no work has been performed since we reported to you on April 3.

The Construction Engineer advises us that progress has been held up on this job due to the inability of the Highway Commission, the Forest Service and the contractor to arrive at an agreement with a subcontractor for the removal of fallen timber on the right of way.

Please note that whereas the contract price is given as $76,445 that the percentage of work completed is reported at 97 percent but only $52,754.68 has been paid to the contractor. The reason for this is a reduction in the amount of yardage consisting of slide material which it was necessary to move. It is anticipated that an agreement may be reached and the job completed by October 31, 1947.

We do not have any knowledge that the claim of William Van Cleave against the Slate Construction Company in the amount of $1,234.18 has been paid. The latest information we have is as of February 2, 1947, when a certified copy of the contract was sent to Rhoten & Rhoten, attorneys for Van Cleave.

Yours very truly,
OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dr 7/30

Floyd:

Reference to paragraph one, I don't see how they quote "97% complete".

All figures on file in Doug's drawers show as I have it.

Regarding paragraph two:

- 9-14-46, Surety notified of claim
- 9-17-46, Surety advises that contractor stated no money due
- 9-17-46, Letter received from contractor stating that VanCleave has no claim
- 2-11-47, Certified copy of contract sent to Rhotan & Rhotan, attorneys for VanCleave.

I had a talk with HG Smith and he stated that they were definitely not progressing satisfactorily. No work done for a long time.

Whether penalty for non-completion will be exacted is and won't be known until the matter is probably brought before Commission

write letter

Geo

---

ARANTY COMPANY

NG

ND 4, OREGON

1

ry

struction Co. -
t. on Santiam
t. 2744.

e above contract and
, wherein you showed that
ete, we will appreciate
attached.

l if you will inform us
late of your letter November
h the Secretary of State
e against Slate Construction

rmation and awaiting your

truly yours,

W. TALBOT SINCLAIR, MANAGER

By Elwyn A. Wride

Elwyn A. Wride, Supt.,
Fidelity and Surety Depts.

EAW:1
Enc.

9-14-46 Su[illegible]
9-17-47 Surety ad[illegible] states no m[illegible]
" letter from con[illegible] stating claim
2-11-47 copy, certif, sent to Rhotan & Rhotan attorney for claim

REFERRED TO Jenny BY SECRETARY

what are the dates

RECEIVED
JUL 24 1947
OREGON
STATE HIGHWAY COMMISSION

U. S. F. & G.

**UNITED STATES FIDELITY AND GUARANTY COMPANY**
**PORTLAND OFFICE**
**1112 CASCADE BUILDING**
**520 S. W. SIXTH AVENUE, PORTLAND 4, OREGON**
TELEPHONE: ATWATER 8511

**W. TALBOT SINCLAIR**
MANAGER

July 23, 1947

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: 58700-12-344-45 -Slate Construction Co. -
Toll Creek - Snow Creek Sect. on Santiam
Highway, Linn County - Cont. 2744.

Dear Mr. Glaisyer:

Again, with reference to the above contract and the Status Report dated April 3rd last, wherein you showed that as of that date this job was 97% complete, we will appreciate your completing the status report form attached.

It will also be appreciated if you will inform us of any further developments since the date of your letter November 2, 1946, concerning the claim filed with the Secretary of State on September 13, 1946 by Wm. Van Cleave against Slate Construction Company in the amount of $1234.18.

Thanking you for this information and awaiting your advices.

Very truly yours,

W. TALBOT SINCLAIR, MANAGER

By Elwyn A. Wride
Elwyn A. Wride, Supt.,
Fidelity and Surety Depts.

EAW:1
Enc.

9-14-46 Surety notified of claim
9-17-47 Surety advises contr. states no money due under from contr.
" stating claim untrue
9-11-47 copy, certif., sent to Whitman & Whitman attorney for claimant

REFERRED TO Query - fill in questionnaire and advise me what are the latest developments re this claim?
BY SECRETARY

RECEIVED
JUL 24 1947
OREGON
STATE HIGHWAY COMMISSION

**U. S. F. & G.**

RECEIVED
MAY 22 1947
FOR FILING

22-4306
# 2744

#4837

May 20, 1947

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Attention: F. E. Andrews

Dear Sir:

In accordance with your request of May 15, we are forwarding, under separate cover, two prints of the profile of the slide correction work recently completed on the South Santiam Highway near Tombstone Pass. Some alignment data is shown on these profiles, and as soon as we have the detail map traced I will be glad to forward you prints of them.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: M. G. Smith

POST OFFICE BUILDING
PORTLAND 8, OREGON

Job has never been completed and final data has not been submitted.

esting
. Santiam

office
y
ted

**REMARKS:**

We understand your contract for slide correction work on the South Santiam Highway and west of Tombstone Pass was completed sometime ago.

If available, we would like two sets of the grading plans and profile showing the final alignment data over the work covered in this contract.

We expect to begin surfacing work westerly from the South-North Santiam junction shortly and the final alignment and profile data should be of considerable assistance to our Resident Engineer.

Very truly yours,

W. H. LYNCH
Division Engineer

By: F. E. Andrews
F. E. Andrews
Principal Highway Engineer

MAY 16 1947

REFERRED TO
H G Smith
BY Chief Engineer

Please prepare answer & attach data requested

RECEIVED
MAY 16 1947
OREGON
STATE HIGHWAY COMMISSION

NOTED

POST OFFICE BUILDING
PORTLAND 8, OREGON

4839

**RECO[illegible] OF ASSIGNMENT**

DESCRIPTION: Letter May 15, 1947 from F. E. Andrews requesting grading plans and profile for slide correction work on S. Santiam

DATE: 5-16-47 ASSIGNED TO: H. G. SMITH

(Investigation and report to this office
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
(Please prepare reply for my signature
x (Please prepare answer and attach data requested

REPORT RECEIVED: 5-20

REMARKS:

---

We understand your contract for slide correction work on the South Santiam Highway and west of Tombstone Pass was completed sometime ago.

If available, we would like two sets of the grading plans and profile showing the final alignment data over the work covered in this contract.

We expect to begin surfacing work westerly from the South-North Santiam junction shortly and the final alignment and profile data should be of considerable assistance to our Resident Engineer.

Very truly yours,

W. H. LYNCH
Division Engineer

By: F. E. Andrews
F. E. Andrews
Principal Highway Engineer

REFERRED TO
HG Smith
BY CHIEF ENGINEER

Please prepare answer & attach data requested

MAY 1[illegible] 1947

RECEIVED
MAY 16 1947
OREGON
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~[illegible]~~
Division 8

May 15, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

We understand your contract for slide correction work on the South Santiam Highway and west of Tombstone Pass was completed sometime ago.

If available, we would like two sets of the grading plans and profile showing the final alignment data over the work covered in this contract.

We expect to begin surfacing work westerly from the South-North Santiam junction shortly and the final alignment and profile data should be of considerable assistance to our Resident Engineer.

Very truly yours,

W. H. LYNCH
Division Engineer

By: F. E. Andrews
F. E. Andrews
Principal Highway Engineer

REFERRED TO
H G Smith
BY [illegible]

Please prepare answer & attach data requested

MAY 16 1947

RECEIVED
MAY 16 1947
OREGON
STATE HIGHWAY COMMISSION

22-4206

RECEIVED
APR 19 1947
FOR FILING

R. H. Baldock

April 15th, 1947

Cost Analysis to January 1st, 1947

Toll Creek-Snow Creek Slide Correction & Surfacing
Contract No. 2744 Slate Construction Co., Contractors
A. A. Fossen, Resident Engineer

South Santiam Highway
Prefix 22-4206

| Item | Quantity | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| *Clearing & Grubbing | 80% | | | | $4,898.00 | $5,600.00 |
| Trench Excavation | 3,502 | Cu. Yd. | $0.98 | $0.75 | 3,445.43 | 2,626.50 |
| General Excavation | 89,190 | " " | 0.546 | 0.40 | 48,684.50 | 35,676.00 |
| Fin. Roadbed & Slopes | 0.74 | Mile | 571.40 | 500.00 | 422.84 | 370.00 |
| Cleaning Ditches | 70.92 | Sta. | 14.27 | 20.00 | 1,008.49 | 1,418.40 |
| 12" Perf. Corr. Iron Pipe | 200 | Lin. Ft. | 2.17 | 2.50 | 432.87 | 500.00 |
| 18" " " " " | 1,220 | " " | 3.37 | 3.50 | 4,104.78 | 4,270.00 |
| 18" Corr. Iron Pipe | 54 | " " | 3.28 | 3.25 | 177.01 | 175.50 |
| 24" Ext. Str. Corr. Iron Pipe | 320 | " " | 5.56 | 5.00 | 1,777.68 | 1,600.00 |
| Haul & Place Rock Backfill | 465 | Cu. Yd. | 1.15 | 0.75 | 532.90 | 348.75 |
| Salvage Culvert Pipe | 16 | Lin. Ft. | 2.00 | 2.00 | 32.00 | 32.00 |
| Concrete Catch Basins | 3 | Each | 29.45 | 30.00 | 87.45 | 90.00 |
| Class "A" Concrete | 12 | Cu. Yd. | 69.01 | 25.00 | 828.09 | 300.00 |
| Metal Reinforcement | 1,906.4 | Lb. | 0.075 | 0.10 | 142.77 | 190.64 |
| Grates & Grilles | All | | | | 202.67 | 150.00 |
| Rock Fill at Intake | 247 | Cu. Yd. | 1.89 | 0.75 | 467.05 | 185.25 |
| Haul & Place Base Rock | 5,130 | " " | 1.30 | 0.75 | 6,643.27 | 3,847.50 |
| " " " Top Course | 1,199 | " " | 1.30 | 0.75 | 1,558.70 | 899.25 |
| PA #1, 8" Perf. Corr. Iron Pipe | 32 | Lin. Ft. | 1.49 | 1.75 | 47.67 | 56.00 |
| Force Account | | | | | 146.22 | 152.27 |
| | | | | | $75,640.39 | $58,488.06 |

NOTED
State Highway Engineer

* Work performed by C. H. Marsh.

|  |  |
|---|---|
| Total Cost | $75,640.39 |
| Gross Revenue | 58,488.06 |
| Net Loss | $17,152.33 |

Net Loss Equals 29.6% of Gross Revenue

## Toll Creek-Snow Creek

### Details of Cost

Labor:

| | | |
|---|---|---|
| Supervision & Labor | $16,417.93 | |
| State Industrial Accident Insurance | 820.90 | |
| Social Security | 164.18 | |
| Unemployment Insurance | 492.54 | |
| | | $17,895.55 |

Materials:

| | | | | | |
|---|---|---|---|---|---|
| 12" Perf. Corr. Iron Pipe | 200 | lin. ft. | at $1.21 | $242.00 | |
| 12" Bands | 10 | each | " 1.42 | 14.20 | |
| 18" Perf. Corr. Iron Pipe | 1,220 | lin. ft. | " 1.77 | 2,159.40 | |
| 18" Bands | 68 | each | " 2.39 | 162.52 | |
| 24" Ext. Str. Corr. Iron Pipe | 320 | lin. ft. | " 3.28 | 1,049.60 | |
| 24" Bands | 8 | each | " 3.05 | 24.40 | |
| 8" Perf. Corr. Iron Pipe | 32 | lin. ft. | " 0.86 | 27.52 | |
| 18" Corr. Iron Pipe | 54 | " " | " 1.68 | 90.72 | |
| Reinforcing Steel | 1,906.4 | lbs. | " 0.036 | 68.63 | |
| Portland Cement | 18 | bbl. | " 4.00 | 72.00 | |
| Concrete Aggregate | 15 | cu. yd. | " 1.25 | 18.75 | |
| | | | | | 3,929.74 |

Equipment Rental & Miscellaneous:

| | | |
|---|---|---|
| Equipment Rental (Owned) | $12,608.00 | |
| Hired Trucks (Including Drivers) | 15,124.25 | |
| Parts & Repairs (In excess of Repair Cost Covered by Rentals) | 6,996.65 | |
| Gas, Oil & Grease | 2,927.44 | |
| Misc. Supplies & Small Tools | 2,263.34 | |
| Move In, Freight & Cartage | 2,763.68 | |
| Explosives | 901.51 | |
| Public Liability Insurance | 164.18 | |
| P.U.C. | 119.95 | |
| Bond | 438.42 | |
| Office & Travel Expense | 2,954.00 | |
| Home Office & General Overhead | 1,753.68 | |
| | | 49,015.10 |

| | |
|---|---|
| C. H. Marsh, Clearing (Paid or Owing to Dec. 1, 1946 | 4,800.00 |
| | $75,640.29 |

## Toll Creek-Snow Creek

Remarks:

This contract, which required slide corrective work on five short sections of the South Santiam Highway, was bid and awarded on August 30th, 1945. The contractor started the work on September 25th, 1945, and on November 14th, 1946 all work except 25% of the clearing was completed.

The clearing, which was in a burned-over area, was done by C. H. Marsh, a local logger. This work was principally accomplished by hand labor and a cat and drums. Some of the best logs were salvaged and sold.

The excavation contained approximately 75% common material and 25% solid which required drilling and shooting. For loading the material the contractor used two well worn P & H shovels, one of 1¼-yard capacity and the other a 1½-yard shovel. A ½-yard Bay City shovel was also employed on one section. From 2 to 3 4-yard trucks worked with each shovel. The old equipment broke down frequently and many expensive repairs and resulting lost time increased the cost of the excavating work. Most of the trench excavation was dug by one of the P & H shovels equipped with a dragline boom and bucket.

The base rock was secured from a talus deposit and hauled an average of 3.0 miles. The ½-yard Bay City shovel loaded into light hired trucks. The shovel was too light for this work and repair costs were large and the surfacing work shows a considerable loss.

The large loss incurred on this job was due to the following reasons: Inadequate bid prices on excavation, concrete work and surfacing; the use of old and wornout equipment with consequent heavy repair costs and lost time; and to lack of competent supervision. If the outstanding claim by Wm. VanCleave for drilling and shooting is allowed by the Court, the cost of General Excavation will be increased by $1,234.18, or $0.014 per yard.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
APR 4 1947
FOR FILING

7-43 [illegible]

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 CASCADE BUILDING
520 S. W. SIXTH AVENUE, PORTLAND 4, OREGON
TELEPHONE: ATWATER 8511

W. TALBOT SINCLAIR
MANAGER

March 24, 1947

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. R. Baldock
State Highway Engineer

Bond 58700-12-344-45 - Slate Construction Co.
Toll Creek-Snow Creek Section Santiam Hwy.
Contract No. 2744.

Gentlemen:

With further reference to the above captioned contract and your letter of February 11, 1946, we believe that possibly by this time this job has been completed, and we will therefore appreciate very kindly if you will complete the enclosed status report, returning same to us in the enclosed, stamped, addressed envelope.

Thanking you.

Very truly yours,

W. TALBOT SINCLAIR, MANAGER

Elwyn A. Wride

By
Elwyn A. Wride, Supt.,
Fidelity and Surety Depts.

Clean up & final clearance

EAW:l
Enc.

REFERRED TO [illegible]
BY SECRETARY

RECEIVED
MAR 25 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 25 1947
FOR FILING

22-4206

February 25, 1947

Rhoten & Rhoten, Attorneys
Pioneer Trust Bldg.
Salem
Oregon

Re: Contract No. 2744
William Van Cleave vs.
Slate Construction Co.

Gentlemen:

Acknowledgment is made of the receipt, this morning, of affidavit by Wm. Van Cleave in connection with his claim against the bond taken from Slate Construction Company, covering State Highway Contract No. 2744 for slide correction on the Toll Creek-Snow Creek Section of the Santiam Highway, in Linn County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

RECEIVED
FEB 26 1947
FOR FILING

Rhoten & Rhoten
ATTORNEYS AT LAW
PIONEER TRUST BUILDING
Salem, Oregon

GEO. A. RHOTEN
J. RAY RHOTEN
SAM F. SPEERSTRA

22-4206

February 24, 1947

State Highway Commission
Salem, Oregon

Re: Contract No. 2744
William van Cleave vs.
Slate Construction Co.

Gentlemen:

In accordance with your request, you are sent herewith the executed affidavit of William Van Cleave in regard to the above matter.

Yours truly,

RHOTEN & RHOTEN

By J Ray Rhoten

JRR:LD
Encl.

NOTED
H. B. GLAISYER

RECEIVED
FEB 25 1947
OREGON
STATE HIGHWAY COMMISSION

# AFFIDAVIT

STATE OF WASHINGTON )
                    : ss.
County of           )

I, WILLIAM VAN CLEAVE, being first duly sworn, on oath depose and say:

That I was sub-contractor for the Slate Construction Co. under Contract No. 2744 and covering Toll Creek--Snow Creek section of the Santiam Highway in Linn County, Oregon, and furnished to the Slate Construction Co. material and labor, including the shooting of rock, upon the following terms and conditions and in the following amounts:

| | |
|---|---|
| Lower Point | 1339 yards |
| Rock Cliff | 1000 yards |
| Blue Point | 1000 " |
| Ditch | 350 " |
| Red Point and bank | 1500 " |
| Boulders | 1000 " |
| Culvert | 160 " |
| Upper Point | 3000 |
| Total | 9349 yards |
| At $.24 | $2,243.76 |
| Drifting in culvert pipe, April 24, 25 and 26, 1946 | 60.00 |
| | $2,303.76 |

That neither the whole nor any part of said sum has been paid, save and except the sum of $1,069.58, and there is yet due the sum of $1,234.18, and that I desire to institute action for the collection of such amount on account thereof.

NOTED
H. B. GLAISYER

I make this affidavit for the purpose of complying with Section 98-101, O.C.L.A.

Wm. Van Cleave

Subscribed and sworn to before me this 21st day of February, 1947.

W H Lieb
Notary Public for Washington

My Commission expires; Jan 30, 49

ECEIVED
FEB 13 1947
FOR FILING

2-4206

February 11, 1947

Rhoten and Rhoten, Attorneys
Pioneer Trust Building
Salem, Oregon

Gentlemen:

Enclosed is a certified copy of Contract No. 2744 with Slate Construction Company and covering slide correction on the Tell Creek-Snow Creek Section of the Santiam Highway in Linn County. This is being furnished in accordance with your telephone request.

As outlined in our telephone conversation the law requires that you furnish us with an affidavit when requesting a certified copy of such contracts and we will expect to receive such an affidavit within the next few days.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

RE:dr
Enc.

Form E-1—6M—7-46

22-4206

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 14,1946, 19

Section Toll-Creek-Snow Creek

Kind of work Slide Correction

Highway Santiam

Section prefix 22-4206

Contractor Slate Construction Co

Contract number 2744

Date of contract August 30,1945, 19

Date of completion December 31, 1945

Date work started September 25,1945, 19

Work completed except for removing logs & burning

Estimated date of completion December 12, 1946

Amount of contract $26445.

Per cent of time elapsed 472 / ~~[illegible]~~ 124 380.6 %

Estimated cost of completed project, exclusive of engineering $60,000.

Per cent of contract completed, based on total contract price 80 %

Engineering cost to date, $5290, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed the falling of trees on Sections 4&5 and between Stations 680 and 692+92 on Thursday. Disposal of the logs and burning of debris to be done next spring.

As per instructions from the Division Engineer we have remeasured the project and will have the final figures ready for submission later in the month.

Deferred Report

NOTED
E. A. PEASE

RECEIVED
DEC 16 1946

NOTED
H. G. SMITH

Signed

Address 1290-Wall St. BEND

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 0.74 | 0.74 |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed | 0.74 | 0.74 |  |  |  |
| Total estimated quantities | 131000 | 6400 |  |  |  |
| Estimated quantities moved or placed to date | 85000 | 6200 |  |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day | 1 |  |  |  |  |
| Hours per shift | 8 |  |  |  |  |
| Average force on project for week | 4 |  |  |  |  |

Percentages of men employed on contract to be secured from:

.......... County, ......%; .......... County, ......%; .......... County, ......%; .......... County, ......%.

|  | NUMBER USED AND SECURED FROM |  |  |  |  | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
|  | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES |  |  |
| Men |  |  |  |  |  |  |  |
| Men and teams |  |  |  |  |  |  |  |
| Men and trucks under 3 tons |  |  |  |  |  |  |  |
| Men and trucks over 3 tons |  |  |  |  |  |  |  |
| Men and tractors |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

Equipment used during week: Shovels ........, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants ........

Compressors ........, Bulldozers 1........, Sheep-foot rollers ........ Power saw 1. ........, ........, ........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Unsettled rain |  |  |
| Monday | " " |  |  |
| Tuesday | " " |  |  |
| Wednesday | " lt " |  |  |
| Thursday | Lt snow |  | completed falling trees. |
| Friday | Rain |  |  |
| Saturday | " |  |  |

STATE PRINTING DEPT.

RECEIVED
DEC 3 1946
FOR FILING

22-4206

Cases Referenced To
Adm
~~Insurance~~
Property Damage
~~State-Owned~~

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1946

SUBJECT: **Accident Involving Car of A. A. Fossen**

To: Mr. R. H. Baldock
State Highway Engineer
~~Office~~

NOTED

Dear Sir:

We have a copy of a Report of Accident submitted by Resident Engineer A. A. Fossen (the original of which was filed directly with the Legal Department), describing the details of an accident that occurred at M.P. 62.1 on the Santiam Highway on November 19. The report indicates that Mr. Fossen had parked his State car No. 42-1 on the shoulder of the highway and had left it to inspect a drainage installation when, without warning, a dead tree, being felled by a Slate Construction Company crew, crashed and struck the right side of the car, resulting in damages estimated at $175.00. The report indicates negligence on the part of the company since the foreman, who had been acting as flagman, had momentarily stepped down off the highway grade to assist the crew engaged in felling the tree, leaving the highway unprotected.

This work is being done by the company under state contract No. 2744, and we have written Mr. Chandler, asking him to caution the company not to leave the highway without flagmen and unprotected at any time that such operations are being carried on.

In view of the apparent negligence on the part of the construction company's crew, it is our recommendation that the company be asked to reimburse us for the cost of repairs to our vehicle, and we are asking Mr. Halik to submit a Request for Outside Billing as soon as repairs are completed.

Very truly yours,

E. A. Collier
Maintenance Engineer

RBS/vf

cc E. F. Halik

Original sent to Plevers - 12-1-46

RECEIVED
NOV 4 1946
FOR FILING

22-4306

November 2, 1946

U.S. Fidelity and Guaranty Co.
1112 Cascade Building
520 Southwest Sixth Avenue
Portland 4, Oregon

Attention: Elwyn A. Wride, Superintendent,
Fidelity and Surety Departments

RE: 12-344-45 - Slate Construction Co. - Toll Creek-Snow Creek Section, Santiam Hwy - Contract No. 2744.

Dear Mr. Wride:

Further reference is made to the claim of Wm. Van Cleave against Slate Construction Co. for drilling and shooting of rock in connection with highway Contract No. 2744, the amount of which he has given as $1,234.18.

This claim was filed with the Secretary of State under date of September 13, 1946, but to date we have had no advice from the contractor that the matter has been settled, although he has furnished us with a statement in which he advises that they are not indebted to Mr. Van Cleave and shall defend themselves against any claim he may present. We do not consider this statement a settlement of the claim.

With respect to the status of this contract, our records indicate that on September 30, the Engineer reported this contract 69 percent complete. We also find that no evidence of the final or semi-final estimates have arrived at this office to date.

We trust this provides you with the information you desire.

Yours very truly,
OREGON STATE HIGHWAY COMMISSION

Secretary

RE:dr

**UNITED STATES FIDELITY AND GUARANTY COMPANY**
**PORTLAND OFFICE**
**1112 CASCADE BUILDING**
**520 S. W. SIXTH AVENUE, PORTLAND 4, OREGON**
TELEPHONE: ATWATER 8511

W. TALBOT SINCLAIR
MANAGER

October 28, 1946

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: 12-344-45 - Slate Construction Co. - Toll Creek-Snow Creek Sect. Santiam Highway - Contract No. 2744.

Dear Mr. Glaisyer:

With further reference to the above and your letter of September 14th regarding the claim reported by Wm. Van Cleave, Mr. Max Slate was in this office and advised us that he had completed this contract and his final estimate had been reported.

Mr. Slate left before I had a chance to ask him what the status of this claim was. Will you kindly advise us if anything further has developed since your letter of September 14th and what effect this will have in the payment to Slate on his final estimate.

Your further advices will be appreciated.

Very truly yours,

W. TALBOT SINCLAIR, MANAGER

By Elwyn A. Wride
Elwyn A. Wride, Supt.,
Fidelity and Surety Depts.

EAW:1

RECEIVED
OCT 29 1946
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
Eggers
BY SECRETARY

what is the status

**U. S. F. & G.**

RECEIVED
OCT 1 1946
FOR FILING

22-4206

October 1, 1946

Slate Construction Co.
632 Washington Street
Albany
Oregon

Gentlemen:

The State Highway Commission at its meeting on September 23, 1946 granted you the extension of time requested, from July 31 to October 31, 1946, without penalty, in connection with slide correction on the Tell Creek-Snow Creek Section of the Santiam Highway, in Linn County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Wm. E. Chandler

RECEIVED
SEP 19 1946
FOR FILING

22-4206

Sep. 18, 1946

United States Fidelity and Guaranty Co.,
Elwyn A. Wride, Agent
1112 Bedell Bldg.
Portland 4, Oregon

Gentlemen:

We hand you herewith copy of a letter received from the Slate Construction Company,regarding a claim against them in connection with their contract No.2744.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

RE:gl
Encl. 1

RECEIVED
SEP 19 1946
FOR FILING

Sep. 18, 1946

Slate Construction Company
632 Washington Street
Albany
Oregon

Gentlemen:

We acknowledge receipt of your letter of September 16 with reference to State Highway Contract No. 2744, in which you advise regarding claim filed by Mr. Van Cleave.

We are including this statement in the records of this contract and are furnishing a copy of it to the United States Fidelity and Guaranty Company, your surety, in order that they may have the information also.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

RE:gl
~~[illegible]~~

NOTED ON CARD
9-18-46 gl

M. C. SLATE, PRESIDENT R. E. SNODERLY, SEC.-TREAS.

SLATE CONSTRUCTION COMPANY
HIGHWAY CONSTRUCTION, EXCAVATING
AND GENERAL CONTRACTING

ALBANY, OREGON

noted AW

Sept. 16, 1946

2744

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer

Gentlemen:

We have your letter of Sept. 14th. with regard to a claim filed by Mr. Van Cleave.

We wish to advise that we are not indebted to Mr. Van Cleave in connection with the State Highway Contract No. 2744.

We also wish to state further, that if Mr. Van Cleave does have a Contract, which he claims to have, he has failed to perform such a contract, and we feel that the Project has been delayed and we have been damaged greatly by such failure.

If Mr. Van Cleave does have a Contract , as he states he has, our Company has paid him for services and furnished materials and equipment, so that he has been paid in excess of such a Contract.

To the best of our knowlede all labor , supplies, equipment rentals etc. have been paid by our Company, including wages paid to Mr. Van Cleave himself.

We shall defend ourselves, The State Highway Commission and the Bonding Company involved against any claim which Mr. Van Cleave wishes to present.

ack Bond Co. & Smith

It is apparent that Mr. Van Cleave has in mind causing us some inconvenience , if possible , otherwise he would present his claim directly to us.

We are very sorry for any inconvenience this action might have caused your office.

Yours very truly,
Slate Construction Company
By: M C Slate
Pres.

MCS:S

RECEIVED
SEP 17 1946
OREGON
STATE HIGHWAY COMMISSION

9m

RECEIVED
SEP 17 1946
FOR FILING

22-4206

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND 4, OREGON
TELEPHONE: ATWATER 8511

W. TALBOT SINCLAIR
MANAGER

I. R. LANG
SUPERINTENDENT OF CLAIMS

September 16,1946

2744
n

State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: Bond No. 58700-12-344-46-Slate Construction Company - Toll Creek-Snow Creek Sect. of Santiam Highway - Contract No. 2944

Dear Mr. Glaisyer:

This will acknowledge your letter of September 13th and 14th respectively regarding a claim submitted by William Van Cleave in connection with the above contract.

We are advised by Max Slate of the Slate Construction Company that Mr. Van Cleave's claim is unfounded and that according to their records there is no money due him. The Slate Construction Company promised us that they would communicate with you in the matter.

In the meantime we will follow thru and advise you of our findings.

Very truly yours,

Elwyn A. Wride

Elwyn A. Wride,
Supt. Surety Department

NOTED ON CARD
9-17-46,g

EAW:rme

REFERRED TO
[illegible]
BY SECRETARY
note on card & return for filing

RECEIVED
SEP 17 1946
OREGON
STATE HIGHWAY COMMISSION

U. S. F. & G.

RECEIVED
SEP 16 1946
FOR FILING

22-4206

Sep. 14, 1946

Mr. Robert S. Farrell, Jr.,
Secretary of State
Capitol Bldg.
Salem, Oregon

Dear Sir:

We acknowledge receipt of the claim of William Van Cleave, filed by Rhoten & Rhoten, Attorneys, Salem, Oregon, in the amount of $1234.18 against the bond taken from Slate Construction Company in connection with State Highway Contract No. 2744, covering slide correction on the Toll Creek-Snow Creek Section of the Santiam Highway, in Linn County.

The United States Fidelity and Guaranty Company is surety for this contract, and we are notifying them as well as the contractor that such a claim has been filed.

Thank you for furnishing us with copies of the claim.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

HB:gl

RECEIVED
SEP 16 1946
FOR FILING

22-4206

Sep. 14, 1946

United States Fidelity and Guaranty Co.,
Elwyn A. Wride, Agent
1112 Bedell Bldg.
Portland 4, Oregon

Dear Sir:

On September 13 we forwarded to you a copy of a claim supplied to us by Rhoten & Rhoten, Attorneys, Salem, Oregon. The amount of the claim was $1234.18 and was filed by William Van Cleave against the bond taken from Slate Construction Company, in connection with State Highway Contract No.2744 for slide correction on the Toll Creek-Snow Creek Section of the Santiam Highway.

Attached hereto is a copy of the same claim as filed in the Secretary of State's Office and endorsed by him, as follows: "File No.3085. Filed September 13,1946, Robert S. Farrell,Jr., Secretary of State".

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

RS:gl
Encl. 1

cc: Slate Construction Co.

REFERRED TO
Ralph

has this been noted on the card?
HBG

NOTED ON CARD
9-14-46 g.l.

ROBERT S. FARRELL JR.
SECRETARY OF STATE
SALEM, OREGON

September 13, 1946

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Rhoten & Rhoten, Attorneys, Salem, Oregon, and filed as of this date a notice of claim in the amount of $1,234.18, by William Van Cleave, against the bond taken from Slate Construction Company, Albany, as principal on the bond taken from United States Fidelity and Guaranty Company, surety, for work on the Toll Creek, Snow Creek Project, Highway Contract No. 2744, our file No. 3085.

There are enclosed three copies of the notice of claim for your information and files.

Very truly yours,

Robt S. Farrell Jr

Secretary of State

F:FL

ENC.

ack

RECEIVED
SEP 14 1946
OREGON
STATE HIGHWAY COMMISSION

September 12, 1946

State Highway Commission
Salem, Oregon

Gentlemen:

Notice hereby is given that the undersigned, William Van Cleave, has a claim for drilling and shooting 9,349 yards of rock and drifting in a culvert pipe, in the sum of $1234.18, against the bond taken from Slate Construction Company, Albany, Oregon, whose surety is United States Fidelity and Guaranty Company for the work of the Toll Creek and Snow Creek Project, Highway Contract No. 2744, performed on and between October, 1945 and May, 1946.

Yours truly,

Wm. Van Cleave.

WILLIAM VAN CLEAVE
3240 LaVerne Avenue
Klamath Falls, Oregon

Rhoten & Rhoten
310 Pioneer Trust Building
Salem, Oregon
Attorneys for Claimant

RECEIVED
SEP 14 1946
FOR FILING

33-4206

Sep. 13, 1946

Rhoten & Rhoten, Attorneys
Pioneer Trust Bldg.
Salem
Oregon

Gentlemen:

We acknowledge receipt of the claim by William Van Cleave, in the amount of $1234.18, against the bond taken from Slate Construction Company in connection with State Highway Contract No. 2744, covering slide correction on the Toll Creek-Snow Creek Section of the Santiam Highway, in Linn County.

The United States Fidelity and Guaranty Company is surety for this contract, and we are notifying them as well as the contractor that such a claim has been filed.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer,
Secretary

HK:gl
~~Encl.~~

RECEIVED
SEP 16 1946
FOR FILING

22-4226

Sep. 13, 1946

2744

United States Fidelity and Guaranty Co.,
Elwyn A. Wride, Agent
1112 Bedell Bldg.
Portland 4, Oregon

Dear Sir:

Attached hereto is a copy of a claim in the amount of $1234.18, which has been filed in the office of the Secretary of State by William Van Cleave against the bond taken from Slate Construction Company, in connection with State Highway Contract No. 2744, for slide correction on the Toll Creek-Snow Creek Section of the Santiam Highway, in Linn County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl
encl. 1

cc: Slate Construction Co.

NOTED ON CARD
9-13-46 g8

RHOTEN & RHOTEN
ATTORNEYS AT LAW
PIONEER TRUST BUILDING
SALEM, OREGON

GEO. A. RHOTEN
J. RAY RHOTEN
SAM F. SPEERSTRA

September 12, 1946

2744

State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed herewith you will find a copy of a claim, the original of which is being filed with the Secretary of State in accordance with Section 98-101, O.C.L.A.

Yours truly,

RHOTEN & RHOTEN

By J. Ray Rhoten

JRR:LD
Encl.

[illegible]

Claim filed in Contract 2744

RECEIVED
[illegible] 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 4 1946
FOR FILING

22-4206

March 4, 1946

Slate Construction Co.,
632 Washington Street
Albany, Oregon

Gentlemen:

The State Highway Commission, at its meeting on February 25, 1946, granted you the extension of time requested, from December 31, 1945 to July 31, 1946, without penalty, in connection with contract No. 2744 for slide correction on the Toll Creek-Snow Creek Section of the Santiam Highway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

cc: W. E. Chandler

RECEIVED
FEB 13 1946
FOR FILING

22-4206

Cont #2744

February 11, 1946

United States Fidelity and Guaranty Company
1112 Bedell Building
Portland 4, Oregon

Attention: Mr. Elwyn A. Wride

Gentlemen:

In regard to the progress of the Slate Construction Company on the Toll Creek-Snow Creek Section of the South Santiam Highway, advise that the contractor was allowed to suspend operations until spring as it is impractical to perform winter work in these mountains. The contract is about twenty-five per cent complete. The contractor has had an unusual number of equipment breakdowns which has made the progress of his work somewhat disappointing.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

**UNITED STATES FIDELITY AND GUARANTY COMPANY**
**PORTLAND OFFICE**
**1112 BEDELL BUILDING, PORTLAND 4, OREGON**

TELEPHONE: ATWATER 8511

**W. TALBOT SINCLAIR**
MANAGER

**I. R. LANG**
SUPERINTENDENT OF CLAIMS

REFERRED TO H. B. Smith
State Highway Engineer
for reply

RECEIVED
FEB 6 1946
OFFICE OF
CONSTRUCTION ENGINEER

February 5, 1946

State Highway Commission
Salem,
Oregon

Re: Toll Creek - Snow Creek section of South Santiam Highway - Slate Construction Co. - Albany - Contractor

Gentlemen:

As surety on the bond covering the above contract we will appreciate your advices as to the status of this job.

We are advised by the Slate Construction Co. that work on this job has been suspended until later this spring due to circumstances beyond the control of the contractor and that up to the time the work was suspended, they had moved more dirt that the amount approximated in the contract.

Will you kindly advise us if the information we have is correct and if the work performed so far has been satisfactory.

Very truly yours,

Elwyn A. Wride

Elwyn A. Wride - Sur. Dept.

EAW:fc

RECEIVED
FEB 6 1946
OREGON
STATE HIGHWAY COMMISSION

**U. S. F. & G.**

RECEIVED
DEC 27 1945
FOR FILING

32-4206

December 26, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Attention: Mr. F. E. Andrews

Dear Sir:

As per your request, I am sending you under separate cover, our plans for the slide correction project on the Tall Creek-[illegible] Creek Section of the Santiam Highway, accompanied by the specifications. These specifications provide for a surfacing of 12 inches of talus with 2 inches of 3/4-inch-0 screen rejects on 0.74 miles of the 2.4-mile section.

I think it would be well for you to put an additional 2 inches of crushed material over this section. The Maintenance Department is of the opinion that the remaining 1.7 miles in intermittent places as shown requires an additional 2 to 4 inches of surfacing; otherwise, that the surfacing done under the Hall contract is ample.

Of course, you realize that the portion of the highway east of the Hall contract, which is now covered by cinders, has a very severe frost action and the surfacing should be studied with particular care. Would suggest not less than 12 inches (compact) of new stone and the use of the keystone principle. Mr. Chandler and Mr. Cooper will be glad to go over this section with you or your representative and discuss this road in more detail.

There are about twelve additional drainages needed east of Tombstone Summit, and I will send you a list of the locations where we consider additional pipes should be installed.

Very truly yours,

R. H. Baldock
State Highway Engineer

[illegible]
cc Mr. H. G. Smith

K-123 10M 9-44

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

22-4206

September 28, 1945

Slate Construction Company
632 Washington Street
Albany, Oregon

Gentlemen:

Will you please advise me whether or not you received your copy of Contract No. 2744 for slide correction on the Toll Creek-Snow Creek Section of the Santiam Highway in Linn County that I sent to you by express on September 25.

Some of the contracts that were mailed out on the same day went astray, which necessitates a check up on all of them to see that they get into the proper hands.

Thanking you for a reply, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Correspondence regarding this mistake - filed on 6-4209 - Cont. 2741

HBG:eo
Enclosure

Mr. Glaisyer:
We received the Contract Copy OK -

Slate Construction Co
By: R. E. [illegible]
Sec.

RECEIVED
OCT 1 1945
OREGON
STATE HIGHWAY COMMISSION

NOTED
H. B. GLAISYE

RECEIVED
SEP 15 1945
FOR FILING

22-4206

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

# WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1201

(38)

SYMBOLS

DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

RXPR227 19 1 EXTRA=PORTLAND ORG 11 355P 1945 SEP 11 PM 4 42

MR BALDOCK=
STATE HIGHWAY DEPT SALEM ORG=

RECEIVED
SEP 15 1945
FOR FILING

HAVE SIGNED CONTRACTS ON TOLE CREEK SNOW CREEK SECTION RANTIANS HIGHWAY CONTRACTS ON WAY TO YOU BY EXPRESS

SLATE CONSTRUCTION CO BY M C SLATE.

Received contracts
9-13-45

NOTED
R B GLAISYER

No. ---------- To Ofc
Time Delivered [illegible]
To Be file

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
SEP 5 1945
FOR FILING

22-4306

September 1, 1945

Slate Construction Co.
632 Washington Street
Albany, Oregon

Gentlemen:

We are sending you today, by express, four copies of Contract No. 2744, which was awarded to you by the State Highway Commission on August 30, 1945, covering Slide Correction on the Toll Creek-Snow Creek Section of the Santiam Highway in Linn County, Oregon.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformity therewith.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG:pv

[illegible] 9-1-45 [illegible]
Farley.

RECEIVED
SEP 1 1945
FOR FILING

22-4206

August 31, 1945

State Construction Company
Albany, Oregon

Gentlemen:

The State Highway Commission on August 30, 1945, awarded you the contract for the Toll Creek-Snow Creek Section of the Santiam Highway in Linn County. This award was based on your low bid of $76,445, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

mp
cc Mr. S. R. Probert
Mr. C. S. Paxson

Proposal bond filed in safe 8-31-45

31-8302 LaGrande.Rock Prod.,Old Oregon
Trail,Wallowa Lake & Cove Hwys. 1945

#2745

RECEIVED
APR 9 1946
FOR FILING

31-8302

April 8, 1946

Maryland Casualty Co.,
Hansen & Rowland, Inc., Agents
406 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2745 for work on the LaGrande Section of the Wallowa Lake and Cove Highway, in Union County, has been completed by the contractor, Newport, Kern & Kibbe, and that final payment in the amount of $787.90 will be made on or after April 18, 1946.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $25,509.45, and that no force account work was performed therein. This contract was completed on January 10, 1946, and accepted by the Commission on January 17, 1946.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

~~OFFICE COPY~~

NOTED ON CARD

4-8-46 gl

RECEIVED
JAN 23
FOR FILING

31-8302

January 22, 1946

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents
406 Title & Trust Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Newport, Kern & Kibbe, on contract No. 2745, covering furnishing crushed material in stockpiles on the LaGrande Section of the Wallowa Lake and Cove Highway, in Union County. This payment, in the amount of $1,115.75, will be made on or after February 1, 1946. The retained percentage is $764.58.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl

NOTED ON CARD
1-22-46 gl

Form E-1—5M—8-41

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

No. 6

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 29, 1945

Section LaGrande, Rock Production

Kind of work Rock Production

Highway Oregon Trail, Wallowa Lake, and Cove

Section prefix 31-8302

Contractor Newport, Kern and Kibbe

Contract number 2745

Date of contract Sept. 24, 1945

Date of completion December 31, 1946

Date work started November 8, 1945

Estimated date of completion Jan. 15, 1946

Amount of contract $ 25,125.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 25,125.00

Per cent of contract completed, based on total contract price 85 %

Engineering cost to date, $ 900.00, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor resumed work on wedensday of this week and closed down again Saturday because of high water. Weather permiting, the contractor should be able to complete the crushing in a week.

RECEIVED
1945
OFFICE OF

NOTED
E A PEASE

Signed E V Clidsey

Address LaGrande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| es in project | | | | | |
| es partially completed | | | | | |
| es completed | | | | | |
| l estimated quantities | | | 10,900 | | |
| mated quantities moved or placed to date | | | 8,900 | | |
| erage daily quantities | | | | | |
| erage daily quantities necessary to complete project on time | | | | | |
| nber shifts per day | | | 1 | | |
| rs per shift | | | 8 | | |
| age force on project for week | | | 12 | | |

centages of men employed on contract to be secured from:

........ County, ......%; ........ County, ......%; ........ County, ......%; ........ County, ......%;

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| | | | | | | | |
| n and teams | | | | | | | |
| n and trucks under 3 tons | | | | | | | |
| n and trucks over 3 tons | | | | | | | |
| n and tractors | | | | | | | |
| | | | | | | | |

uipment used during week: Shovels 1, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants 1

Compressors 1, Bulldozers 1, Sheet-foot rollers ........, 7 trucks. ........, ........, ........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| nday | rain | | no work |
| nday | rain | | " |
| esday | " | | " |
| dnesday | " | | started work |
| ursday | " | | working |
| day | " | | " |
| urday | " | | closed down due to high water |

STATE PRINTING DEPT.

ECEIVED
NOV 24 1945
FOR FILING

31-8302

November 23, 1945

Newport, Kern & Kibbe
7031 N. E. Halsey Street
Portland 16, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2745 which was awarded to you on September 24, 1945, by the State Highway Commission, covering furnishing crushed material in stockpiles on the La Grande Section of the Old Oregon Trail, Wallowa Lake and Cove Highway. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
H. B. Glaisyer
Secretary

gl

Sent by Express

RECEIVED
OCT 23 1945
FOR FILING

31-8302

October 23, 1945

Newport, Kern & Kibbe
General Contractors
7031 Northeast Halsey Street
Portland 16, Oregon

Gentlemen:

As requested by you in your letter of October 22 we are returning to you today, by express, four copies of Contract No.2745, covering the LaGrande Rock Production Project on the Wallowa Lake and Cove Highway, for the signature of the secretary of Kern & Kibbe and the Newport Construction Company, respectively.

Also enclosed, herewith, is an "Application for Contractor's Bond" with the Maryland Casualty Company which was inside one of the above contracts.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
H. B. Glaisyer
Secretary

gl

Contracts sent by express 10-23-45
gl

NEWPORT, KERN & KIBBE
GENERAL CONTRACTORS
7031 NORTHEAST HALSEY STREET
PORTLAND 16, OREGON
TELEPHONE SU 0862

October 22, 1945

State Highway Commission
Salem, Oregon

Gentlemen:

We reply to your letter of October 20, by Mr. Glaisyer regarding the signing of Contract #2745 - La Grande Rock Production Project.

Due to absence, access to by-laws are not immediately available to it is suggested you return the contracts and we will have affixed the necessary signatures of the respective secretaries.

And for the future we will be guided accordingly so that they may be properly signed - thank you.

Very respectfully

NEWPORT, KERN & KIBBE

By A. Nielsen

AN:ES

NOTED
H. B. GLAISYER

RECEIVED
OCT 23 1945
OREGON
STATE HIGHWAY COMMISSION

October 20, 1945

Newport, Kern & Kibbe
7031 N. E. Halsey Street
Portland 16, Oregon

Gentlemen:

Your contract with the State Highway Commission, No. 2745, covering crushed material in stockpiles for the LaGrande Rock Production Project on the Old Oregon Trail, Wallowa Lake and Cove Highway, in Union County, was received this morning.

We note that H. R. Newport has signed this contract as President of Newport Construction Co., and A. D. Kern as President of Kern & Kibbe, but the secretaries have not signed for either company. Mr. J. M. Devers, Chief Counsel for the State Highway Commission, informs me that this is necessa ry unless you have a clause in your By-Laws authorizing the president of your company to sign, individually, for the company. He has advised me to hold the contracts until you can send me a copy of such authorization from your By-Laws; otherwise I will return the above contracts to you for the signatures of the respective secretaries.

Very truly yours

H. B. Glaisyer
Secretary

gl

RECEIVED
24 1945
FOR FILING

**NEWPORT, KERN & KIBBE**
GENERAL CONTRACTORS
7031 NORTHEAST HALSEY STREET
PORTLAND 16, OREGON
TELEPHONE GU 0862

RECEIVED
OCT 24 1945
OREGON
STATE HIGHWAY COMMISSION

October 19, 1945

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

By express today we are forwarding four copies of signed contract awarded us. - La Grand Project - #2745 - 9/24/45.

Very respectfully

NEWPORT, KERN & KIBBE

E. E. Steinhauer

By E. E. Steinhauer
Cashier

N:ES

RECEIVED
SEP 26 1945
FOR FILING

31-8302

September 26, 1945

Newport, Kern & Kibbe
7031 N. E. Halsey Street
Portland 16, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2745, which was awarded to you by the State Highway Commission on September 24, 1945, covering furnishing crushed material in stockpiles on the LaGrande Section of the Old Oregon Trail, Wallowa Lake and Cove Highway in Union County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6 - 12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

gl

Contracts sent by express 9-26-45
gl

RECEIVED
SEP 25 1945
FOR FILING

31-8302

September 25, 1945

Newport, Kern & Kibbe
7031 N. E. Halsey Street
Portland 16, Oregon

Gentlemen:

The State Highway Commission on September 24, 1945, awarded you the contract for the La Grande Rock Production Project on the Old Oregon Trail, Wallowa Lake, and Cove Highways in Union County. This award was based on your low bid of $25,125, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
H. B. Glaisyer
Secretary

cc
cc - Mr. S. H. Probert
Mr. G. S. Paxson

35-8301 Fossil-Service Cr. Rock Prod.
John Day Highway 1945

#2746

R. H. Baldock

35-8301

RECEIVED
AUG 27 1946
FOR FILING

Fossil-Service Creek
Section
Contract No. 2746

## FINAL COST ANALYSIS
Rock Production
Verne Jarl, Contractor
L. H. Warfield, Resident Engineer

John Day Highway

Prefix 35-8301

August 17, 1946

| Item | Amount | Unit | Unit Cost | Unit Bid | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 1¼"- 3/4" Crushed Rock in Stockpile | 764.8 | Cu. Yd. | $3.61 | $2.70 | $ 2,760.93 | $ 2,064.96 |
| 3/4" - ½" Crushed Rock in Stockpile | 3,480.5 | Cu. Yd. | 3.61 | 2.70 | 12,534.60 | 9,397.35 |
| ½" - ¼" Crushed Rock in Stockpile | 2,821.8 | Cu. Yd. | 3.61 | 2.70 | 10,156.69 | 7,618.86 |
| ¼" - 0" Crushed Rock in Stockpile | 1,625.4 | Cu. Yd. | 3.61 | 2.70 | 5,858.40 | 4,388.58 |
| Clear and Grub Stockpile Sites | | All | | | 94.00 | 250.00 |
| Level Stockpile Sites | | All | | | 107.00 | 250.00 |
| S. P. Screen Rejects | 499.9 | Cu. Yd. | 0.25 | 0.25 | 124.98 | 124.98 |
| S. P. Haul Adjustment, favor of State | -109 | Yd. Mile | | | | -10.90 |
| P. A. #1, Clear, Grub & Level Additional Stockpile Site | | All | | | 30.00 | 100.00 |
| | | | | | $31,666.60 | $24,183.83 |

Total Cost - $31,666.60
Gross Revenue - $24,183.83
Net Loss - $7,482.77
Net Loss Equals 30.9% of Gross Revenue

NOTED
State Highway Engineer

# FOSSIL-SERVICE CREEK

## Rock Production

## Detail of Cost

Labor:

| | | |
|---|---|---|
| Labor (includes supervision) | $8,306.11 | |
| Labor Insurance | 578.54 | |
| | | $ 8,884.65 |

Equipment Rental & Miscellaneous Supplies:

| | | |
|---|---|---|
| Equipment Rental (includes repairs) | $9,980.00 | |
| Rented Equipment | 2,366.00 | |
| Rented Trucks | 5,168.44 | |
| Gasoline, Oil and Grease | 3,328.14 | |
| Explosives | 933.43 | |
| Lumber | 131.06 | |
| Oxygen | 12.08 | |
| Small Tools and Miscellaneous | 372.40 | |
| Bond | 165.75 | |
| Home Office and General Overhead | 324.65 | |
| | | $22,781.95 |
| Total | | $31,666.60 |

Remarks:

This was a "State Project" and called for the production of 8,000 cubic yards of crushed rock for maintenance purposes.

Work was started on the plant setup on October 11, 1945, and crushing on October 26. Crushing was completed January 24, 1946, and final clean-up about one week later.

Equipment used by the contractor consisted of a portable crushing plant of small size, ½ cubic yard shovel, D 8 tractor and dozer, 220 compressor, two 4 cubic yard pit trucks, pickup and small maintenance equipment and tools.

The quarry used was fairly good at the start of the work and developed into a very good show by the time crushing was completed. However, mismanagement and inclement weather slowed or completely stalled operations to such a marked degree that it was evident a considerable loss would be sustained. During the entire course of the work, the equipment worked about 50% of the time. Possible working time amounted to 77 days, or 616 hours. Actual working time was 48 days, or 384 hours, and of this work time about 25% or 96 hours were taken up by minor breakdowns, making the producing time for the plant 288 hours. During this time, the plant produced 8,693 cubic yards of material, an average of 30 cubic yards per working hour, or 14 cubic yards per hour for the total time the equipment was in operation.

Equipment used on this project was ample to perform all necessary operations and show a profit for the contractor at the bid prices, but poor supervision and the contractor's inability to correctly predict the amount of down time due to climatic conditions resulted in a heavy loss.

E. H. Clymer
Cost Analyst

By C. E. Paulsen

M

RECEIVED
APR 18 1946
FOR FILING

35-839

April 18, 1946

General Casualty Company of America,
Doely & Company, Agents
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2746 for work on the Fossil-Service Creek Section of the John Day Highway, in Wheeler County, has been completed by the contractor, Vernie Jarl, and that final payment in the amount of $746.50 will be made after acceptance by the Highway Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $24,183.83, and that no force account work was performed therein. This contract was completed on January 26, 1946 but has not as yet been accepted by the Commission, however, we anticipate that it will be at it's next meeting on May 15.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

4-18-46 g.f.

H. B. Glaisyer
Secretary

gl

RECEIVED
FOR FILING
35-8301

COPY

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA

Home Offices - Seattle, Washington

Portland 4, Oregon

February 21, 1946

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Bond #99140 - Vernie Jarl
on Contract #2746 Fossil Service, Creek Section of the John
Day Highway, Wheeler County

This will acknowledge your letter of February 15th on the above subject in which you advise that you are about to make semi-final payment on this contract.

Very truly yours,

(Sgd.) EUGENE S. GOSNEY

Eugene S. Gosney

jl

Gen. Files

2-23-46, jl

M

RECEIVED
FEB 18 1946
FOR FILING
35-8301

February 15, 1946

General Casualty Company of America,
Dooly & Company, Agents
Board of Trade Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Vernie Jarl, on Contract No. 2746, covering rock production on the Fossil-Service Creek Section of the John Day Highway, in Wheeler County. This payment, in the amount of $8,876.23, will be made on or after February 25, 1946. The retained percentage is $750.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD
2-15-46, gl

Form E-1—5M—6-44

OREGON STATE HIGHWAY COMMISSION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 9, 1946

Section Fossil Service-Creek

Kind of work Material in Stockpiles

Highway John Day

Section prefix 35-8301

Contractor Vernie Jarl

Contract number 2746

Date of contract September 24, 1945

Date of completion July 31, 1946

Date work started October 11, 1946

Estimated date of completion January 26, 1946

Amount of contract $22,100

Per cent of time elapsed 44 %

Estimated cost of completed project, exclusive of engineering $24187.33

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1305.52, 5.9 %

Date project was completed January 26, 1944

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The stockpiles were remeasured on this project this week and the semi-final estimate completed. All cleanup work has been completed except some material draged out on the highway by the hauling trucks. The plant was not on state property.

Lloyd Johnson transitman has been sick the last half of the week leaving us short handed.

AY WEBBER

RECEIVED
FEB 11 1946
OFFICE OF
CONSTR[illegible] ENGINEER

NOTED
E.A.[illegible]

Signed L. H. Warfield

Address Fossil Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | 21.4 | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities | | | 8692,5 | | |
| Estimated quantities moved or placed to date | | | 8692,5 | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Percentages of men employed on contract to be secured from:

........ County, ....%; ........ County, ....%; ........ County, ....%; ........ County, ....%.

| | NUMBER USED AND SECURED FROM | | | | | CONTRACTOR'S KEY MEN, ETC. | TOTAL |
|---|---|---|---|---|---|---|---|
| | COUNTY | COUNTY | COUNTY | COUNTY | OTHER SOURCES | | |
| Men | | | | | | | |
| Men and teams | | | | | | | |
| Men and trucks under 3 tons | | | | | | | |
| Men and trucks over 3 tons | | | | | | | |
| Men and tractors | | | | | | | |
| | | | | | | | |

Equipment used during week: Shovels ........, Power graders ........, Rollers ........, Mixers ........, Crushing or screening plants ........

Compressors ........, Bulldozers ........, Sheep-foot rollers ........, . . . . . ........, . . . . . ........, . . . . . ........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | clear | | |
| Monday | snow | | |
| Tuesday | cloudy | | |
| Wednesday | snow | | |
| Thursday | fair | | |
| Friday | clear | | |
| Saturday | fair | | |

STATE PRINTING DEPT.

RECEIVED
OCT 16 1945
FOR FILING

35-8301

October 16, 1945

Mr. Vernis Jarl
436 S. Roberts Avenue
Gresham, Oregon

Dear Sir:

We are sending you today, by express, a fully executed copy of contract No. 2746 which was awarded to you on September 24, 1945, by the State Highway Commission, covering crushed rock in stockpiles on the Fossil-Service Creek Section of the John Day Highway, in Wheeler County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
H. B. Glaisyer
Secretary

gl

Sent by express 10-16-45, gl

RECEIVED
OCT 16 1945
FOR FILING

35-8301

October 16, 1945

General Casualty Company of America,
Dooly & Company, Agents
Board of Trade Building
Portland 4, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2746 which was awarded to Vernie Jarl by the State Highway Commission on September 24, 1945, covering crushed rock in stockpiles on the Fossil-Service Creek Section of the John Day Highway, in Wheeler County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

gl

Sent by express 10-16-45, JK

RECEIVED
SEP 27 1945
FOR FILING

35-8301

REFERRED TO
Mr. Lewis
BY SECRETARY

Did you enter this in my files?

September 26, 1945

Vernie Jarl
Gresham, Oregon

Dear Mr. Jarl:

We are sending you today be express four copies of Contract No. 2746, which was awarded to you by the State Highway Commission on September 24, 1945 covering the furnishing of 8,000 cubic yards of crushed rock in stockpiles on the Fossil-Service Creek Section of the John Day Highway in Wheeler County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6-12, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
H. B. Glaisyer
Secretary

ec

Sent by express 9-26-45

RECEIVED
SEP 25 1945
FOR FILING

35-8301

September 25, 1945

Mr. Vernie Jarl
Gresham, Oregon

Dear Mr. Jarl:

The State Highway Commission on September 24, 1945, awarded you the contract for the Fossil-Service Creek Rock Production Project on the John Day Highway in Wheeler County. This award was based on your low bid of $22,100, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
H. B. Glaisyer
Secretary

cc
cc - Mr. S. H. Probert
Mr. C. B. Paxson

1945
Coos River
2747 Maint. - Ferries - Enegren

FI 96-2 Pudding River Br. Sec., 1945
(Bridge), Pacific Hwy. East
#2748

RECEIVED
JAN 29 1948
FOR FILING

FI 7-3, 96-2, 53-5

Salem, Oregon
January 23, 1948

Mr. Malcolm Hawke

Attached for your information is a copy of correspondence with the General Casualty Company of America, The United Contracting Company, and J. F. Johnston, contractor for the construction of the Pudding River Bridge at Aurora, State Highway Contract No. 2748.

You will note that The United Contracting Company has a claim against Mr. Johnston in the amount of $9,420.65 for paving work done for Mr. Johnston in connection with this project. You will also note that it is agreeable to The United Contracting Company if the warrant for the final payment in connection with this job is mailed to the General Casualty Company of America, surety on the bond furnished by Mr. Johnston.

You will note further that the General Casualty Company requests that the warrant for this final payment be mailed to Mansfield and Company, 302 Lewis Building, Portland 4, Oregon. Mr. Johnston also makes the same request.

It is my understanding that the amount of the final warrant will be $11,268.50. Will you please see that this final warrant is sent to Mansfield and Company as directed in the surety's letter and by Mr. Johnston.

MRG:ee
Attchs.

Secretary

cc - General Casualty Company of America
Mansfield and Company
The United Contracting Company
J. F. Johnston

NOTED ON CARD

1-23-48 gl

Mrs. Lewis
record corresp.
on card.

January 22, 1948

Mr. J. F. Johnston
Route 1, Box 246
Sherwood, Oregon

Dear Mr. Johnston:

This acknowledges your letter of January 16, received today, in which you request that the check, in the amount of $11,268.50, due you as final payment for the construction of the Pudding River Bridge Section of the Pacific Highway East, in Clackamas and Marion Counties, State Highway Contract No. 2748, be forwarded by this Commission directly to Mansfield and Company, agents for the General Casualty Company of America, 302 Lewis Building, Portland 4, Oregon.

We shall be pleased to comply with your request.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:co 1/23

cc - General Casualty Company of America
Seattle 5, Washington

General Casualty Company of America
Mansfield and Company, Agents
302 Lewis Building
Portland 4, Oregon

Mr. Malcolm Hawke

NOTED ON CARD
1-22-48 gl

January 21, 1948

General Casualty Company of America
Seattle 5
Washington

Attention: Mr. Willard O. Sweany
Surety Department

Dear Mr. Sweany:

This will acknowledge receipt of your two letters, dated January 16 and January 19, 1948, concerning the payment of the final estimate to J. F. Johnston, contractor, in connection with his contract No. 2748 with the State Highway Commission for the construction of the Pudding River Bridge on the Pacific Highway East at Aurora, Clackamas and Marion Counties, Oregon.

In the first of the above-mentioned letters you state that Mr. Johnston will request the State Highway Commission to pay the claim of the United Contracting Company direct with the balance paid to him and you consent to the payment of this final amount in such manner; however, in your letter of January 19 you advise that you have changed your plan for closing this matter and now wish the final warrant to be paid to your agent, Mansfield and Company, Lewis Building, Portland, and you give as your understanding that Mr. Johnston would request that the payment be made in this manner.

The State Highway Commission has not received any communication from Mr. Johnston with respect to this final payment, but we shall be pleased to mail the check to Mansfield and Company as soon as Mr. Johnston directs us to do so. This is on the understanding that the procedure is approved by the Highway Commission's Chief Counsel, who has not been consulted with regard to it because he is away from the office at the present time.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ee 1/22

P.S. We now have Mr. Johnston's instructions 1/22/48
HBG

H. K. DENT
PRESIDENT

GENERAL
CASUALTY COMPANY
OF AMERICA

HOME OFFICES - SEATTLE 5, WASHINGTON

January 19, 1948

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Bond #103312 - Contract #2748, Pudding River Section of Pacific Highway, East Clackamas and Marion Counties, J. F. Johnston, contractor.

Further reference is made to our letter of January 16, 1948, which was in reply to your letter of January 12, 1948.

Plans for the closing of this case have been changed, and we now ask that you mail the check for the final payment to our agent:

Mansfield and Company
302 Lewis Building
Portland 4, Oregon.

It is our understanding that Mr. Johnston has requested the payment be made in this manner, and we consent to said payment.

Very truly yours,

Willard G. Sweany
Surety Department

Willard G. Sweany
pr

Upon request from contractor to same effect

APPROVED

ACKNOWLEDGED
H. B. GLAISYER

1-19-48

RECEIVED
JAN 20 1948
OREGON
STATE HIGHWAY COMMISSION

X

GENERAL
CASUALTY COMPANY
OF AMERICA

AMERICA GENERAL COMPANIES

H. K. DENT
PRESIDENT

HOME OFFICES - SEATTLE 5, WASHINGTON

January 16, 1948

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Bond #103312 - Contract #2748 Pudding River Section of Pacific Highway, East Clackamas and Marion Counties, J. F. Johnston, contractor

This will acknowledge receipt of your letter dated January 12, 1948. In your letter you stated that the contract was completed October 31, and accepted by the Commission on November 25, 1947, in the full amount of $132,668,98.

Regarding the question of consenting to the final payment, it is our understanding that Mr. Johnston will request the Oregon State Highway Commission to pay the claim of the United Contracting Company from the final payment and the balance of the payment will be made directly to Mr. Johnston. We hereby consent to the payment of this balance to the contractor.

Very truly yours,

Willard G. Sweany
Surety Department

Willard G. Sweany
pr

RECEIVED
JAN 19 1948
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

Route 1, Box 246
Sherwood, Oregon
January 16, 1948

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Re: Contract 2748 - Contract
Pudding River Section of
Pacific Highway East,
Clackamas and Marion Counties

I hereby request that check for the final payment for the above captioned contract in the amount of $11,268.52 be forwarded by you directly to Mansfield & Company, General Casualty Company of America, 302 Lewis Building, Portland 4, Oregon.

Yours very truly

J. F. Johnston

J. F. JOHNSTON

NOTED ON CARD
1-22-48 gl

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
JAN 22 1948
OREGON
STATE HIGHWAY COMMISSION

January 16, 1948

United Contracting Company
P. O. Box 5075
Portland 13, Oregon

Attention: Mr. R. M. Cutting
Assistant Secretary-Treasurer

Dear Mr. Cutting:

This acknowledges your letter of January 15 stating that it is agreeable to you for the State Highway Commission to mail the final check due contractor J. F. Johnston in connection with his contract with the State Highway Commission for the construction of the Pudding River Bridge to the office of the General Casualty Company in the American Bank Building, Portland.

I see no reason why we cannot comply with your request, in the event we receive a similar request from Mr. Johnston, and will do so unless the Highway Commission's legal counsel advises otherwise.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ec

cc - General Casualty Company of America
Mansfield & Co., Agents
Lewis Building
Portland 4, Oregon

Copy also sent to:
Gen. Cas. Co.
Am. Bank Bldg.
Portland 5, Oreg.

**THE UNITED CONTRACTING COMPANY**
GENERAL CONTRACTORS
[illegible]
PORTLAND 4, OREGON

NEW ADDRESS
P. O. BOX 5075
PORTLAND 13, OREGON

January 15th 1948

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

Attention: Mr. H. B. Glaisyer,
Secretary

With further reference to recent correspondence regarding the claim we have aginst J. F. Johnston in the amount of $9420.65 for work on his contract #2748 for the Pudding River Bridge for the Oregon State Highway Commission, please be advised that is is agreeable to us for you to mail the check for final payment on this contract to the office of the General Casualty Company with offices in the American Bank Building, Portland, Oregon since they were surety on this contract.

Yours very truly,

THE UNITED CONTRACTING COMPANY

RMCutting

R. M. Cutting
Asst. Secy-Treas.

NOTED ON [illegible]
1-15-48 gf

RMC/B
CC to General Casualty Co.,
American Bank Bldg.,
Portland, Oregon

RECEIVED
JAN 16 1948
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H R [illegible]

x

RECEIVED
JAN 19 1948
FOR FILING

FI-7-3, 96-2, 53-5.

Salem, Oregon
January 16, 1948

Mr. Malcolm Hawke

Attached is a copy of a letter that I have just received from the General Casualty Company of America requesting that final payment to J. F. Johnston in connection with his Pudding River Bridge Contract No. 2748 be held up pending further advice from the surety.

Will you please make proper notation in your records so that the payment will be held up as bequested by the surety.

Secretary

HBG:eo
Attch.
cc - Mr. Floyd Query

January 16, 1948

General Casualty Company of America
Mansfield & Co., Agents
Lewis Building
Portland 4, Oregon

Attention: Mr. Chas. A. Mansfield
Attorney-in-fact

Gentlemen:

This acknowledges receipt of your letter of January 15 requesting that final payment to Mr. J. F. Johnston from the State Highway Commission in connection with his contract, No. 2748, for the construction of the Pudding River Bridge on the Pacific Highway East be withheld pending further instructions from you.

We shall be pleased to comply with your request. Instructions to that effect are being given the Auditor this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ec

cc - Mr. Floyd Query

Mr. Query:

Please note this on the card.

H.B.Glaisyer

MANSFIELD & CO.

[illegible]

[illegible]

RECEIVED
JAN 19 1948
FOR FILING

Misc

96-2

**THE UNITED CONTRACTING COMPANY**
GENERAL CONTRACTORS
[illegible]
PORTLAND 4, OREGON

NEW ADDRESS
P O. BOX 5075
PORTLAND 13, OREGON

January 14th 1948

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

Attention: Mr. H. B. Glaisyer
Secretary

We are in receipt of your letter of the 12th regarding our claim against J. F. Johnston for work on his contract #2748, in the amount of $9420.65.

Up to this date we have not received payment or reply to our letters to Mr. Johnston and since payment has not been made our claim remains the same as previously advised.

Yours very truly,

THE UNITED CONTRACTING COMPANY

R M Cutting

R. M. Cutting
Asst. Secy-Treas.

RMC/B

NOTED ON CARD
1-15-48

REFERRED TO
[illegible]
BY SECRETARY

RECEIVED
JAN 15 1948
STATE HIGHWAY COMMISSION

RECEIVED
JAN 15 1948
FOR FILING

FA-96 (2)

January 13, 1948

General Casualty Company of America
General Insurance Bldg.
Seattle 5, Wash.

Gentlemen:

Attached hereto is a copy of a claim in the amount of $9,420.65, which has been filed in the office of the Secretary of State by the The United Contracting Company against the bond taken from J. F. Johnston, in connection with State Highway Contract No. 2748, covering the Pudding River Section of the Pacific Highway East in Clackamas and Marion Counties.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

cc: Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

J. F. Johnston
Rte.1, Box 246
Sherwood, Oregon

NOTED ON CARD
1-13-48, gl

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

January 7, 1948

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date, a notice of claim by The United Contracting Company, for labor and materials furnished in the sum of $9,420.65 against the bond taken from J. F. Johnston, as principal, and General Casualty Company, as surety, for work on bridge #2743 on Pacific Highway in Clackamas and Marion County over Pudding River, our File No. 3103.

Enclosed are copies of the notice of claim for your records.

Kindly acknowledge receipt of the copies for our files.

Very truly yours,

Earl T. Newbry

Secretary of State

N:FM

ENC.

RECEIVED
JAN 9 1948
OREGON
STATE HIGHWAY COMMISSION

THE UNITED CONTRACTING COMPANY
General Contractors

Portland 4, Oregon

NEW ADDRESS
P. O. Box 5075
Portland 13, Oregon

January 6th 1948

To the Secretary of State
State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned, The United Contracting Company, has a claim for furnishing and placing asphaltic concrete pavement on the Pudding River Bridge and its approaches in the sum of Nine Thousand Four Hundred Twenty Dollars and Sixty Five Cents ($9420.65) against the bond taken from J. F. Johnston, General Contractor and the General Casualty Company for the construction of Pudding River Bridge on Pacific Highway East in Clackamas County, Oregon for the Oregon State Highway Commission.

THE UNITED CONTRACTING COMPANY

By R. M. CUTTING

R. M. Cutting
Asst. Secy-Treas.

RMC/B

ENDORSED - File No.3103
Filed January 7, 1948
EARL T. NEWBRY, Secretary of State

RECEIVED
JAN 15 19
FOR FILING

FA-96 (2)

January 13, 1948

Hon. Earl T. Newbry
Secretary of State

Capitol Building

Dear Sir:

This acknowledges receipt of your letter of January 7, enclosing copies of a claim in the amount of $9,420.65, which has been filed in your office by The United Contracting Company against the bond taken from J. F. Johnston in connection with State Highway Contract No. 2748, covering the Pudding River Section of Pacific Highway East, in Clackamas and Marion Counties.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

RECEIVED
JAN 15 1948
FOR FILING

FI-96-2

January 12, 1948

General Casualty Company of America
General Insurance Bldg.
Seattle 5, Wash.

Gentlemen:

This to advise you that State Highway Contract No. 2748 for work on the Pudding River Section of the Pacific Highway East in Clackamas and Marion Counties, has been completed by the contractor, J. F. Johnston, and that final payment in the amount of $11,268.52 will be made on or after January 22, 1948.

There is a claim filed against this project, of which you have been previously notified, by The United Contracting Co. for paving in the amount of $9,420.65.

For your information we wish to advise that the total contract amount is $132,668.98, and that no force account work was performed therein. This contract was completed on October 31 and accepted by the Commission on November 25, 1947.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
1-12-48, gl

RECEIVED
FORM E-30 25M 7-47
DEC 12 1947
FOR FILING

# OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

FI-96-2

Portland, Oregon
December 10, 1947

Class Referred To
Const
Cond.
Complaints

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Salem, Oregon

Indexed
Alphabetically

Rooklidge, E.F.

L

Dear Sir:

Under date of November 13th you advised that Mr. E.F. Rooklidge had again called at your office, and stated that damage to his property at the north end of the Pudding River Bridge at Aurora had not been repaired satisfactorily, that his fence had been torn down, and the replacement of his roadway had not been properly constructed.

Mr. Dean and I met Mr. Rooklidge yesterday, and went over his complaints. An agreement has been reached with him as follows.

1. Mr. Rooklidge agrees that any work on his fence is unnecessary. The fence is completely gone, and as it has not served any particular purpose, there is no necessity of replacing it. He does wish to place a stop immediately south of his south house, or at the south end of the north fill. This would stop cattle or parkers from going down to the river, but would permit anybody with any business to get through without difficulty. I told him there would be no objection to a temporary closure of this nature.

2. He is not particularly satisfied with his roadway, but I see nothing that can be done, except to clean up sluff from the fill, and to shape up the edte of the roadway in front of his house. I am having Mr. Strohmeyer take care of these items.

3. The approach to his garage was filled with course rock, and was to have had a light topping of fine material. This was not placed, and I am having Mr. Strohmeyer place a load of fines on this approach.

This takes care of all items, and is satisfactory to Mr. Rooklidge.

Yours very truly,

A. G. Skelton
A. G. SKELTON
Division Engineer

RECEIVED
DEC 11 1947
OREGON
STATE HIGHWAY COMMISSION

AGS:w
cc: H. G. Smith

RECEIVED
JAN 15 1948
FOR FILING

FI-96(2)

January 12, 1948

The United Contracting Company
P. O. Box 5075
Portland 13, Oregon

Attention: R. M. Cutting,
Asst. Secy-Treas.

Gentlemen:

This to advise you that the State Highway Commission is ready to make final payment, on or after January 22, 1948, to J. F. Johnston for work on contract No. 2748, covering the Pudding River Section of the Pacific Highway East in Clackamas and Marion Counties; however, our records reveal that you have a claim for paving against this project in the amount of $9420.65.

Please inform us of the status of the above claim so that we can release the warrant to the contractor as soon as possible.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

1-12-48, gl

# STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 2672 Ends with: Contract# 2748

Contract # 2748 Continued on reel 43

FLASH CARDS: Begins every Contract

Remarks:

Reel No. 42 Reduction Ratio 21:1 Project No. ______

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

## CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 9 day of July 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Gayla Cavaliere